Programme **2s 6d**

GUARDS
INTERNATIONAL MOTOR SHOW
'200'

organised by the BARC for
Brands Hatch Circuit Ltd.

BRANDS HATCH
Sunday 20th October 1968

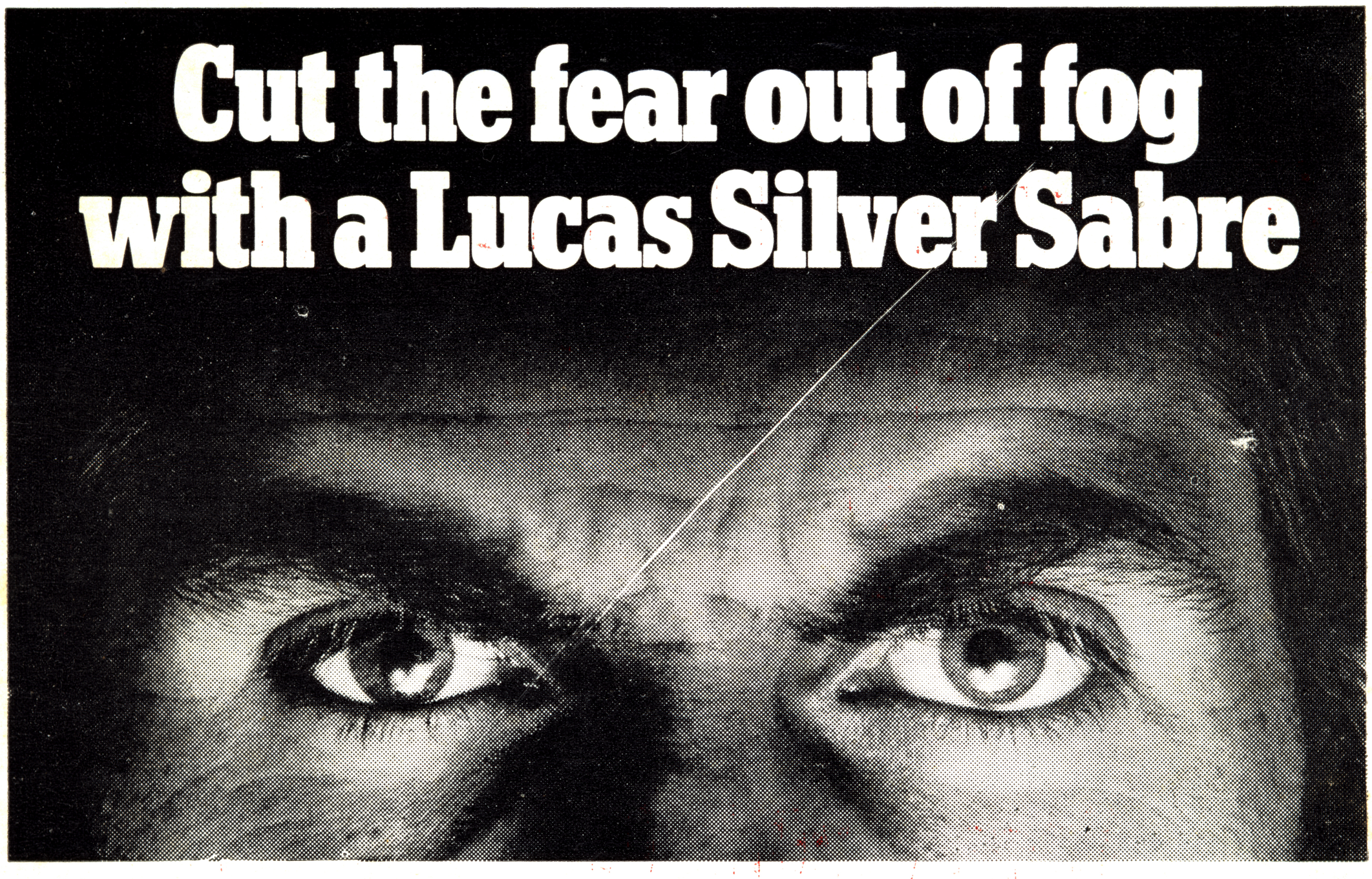


Autocar

FIRST AWAY AND
ALWAYS AHEAD

THURSDAY 2s 6d.

Cut the fear out of fog with a Lucas Silver Sabre



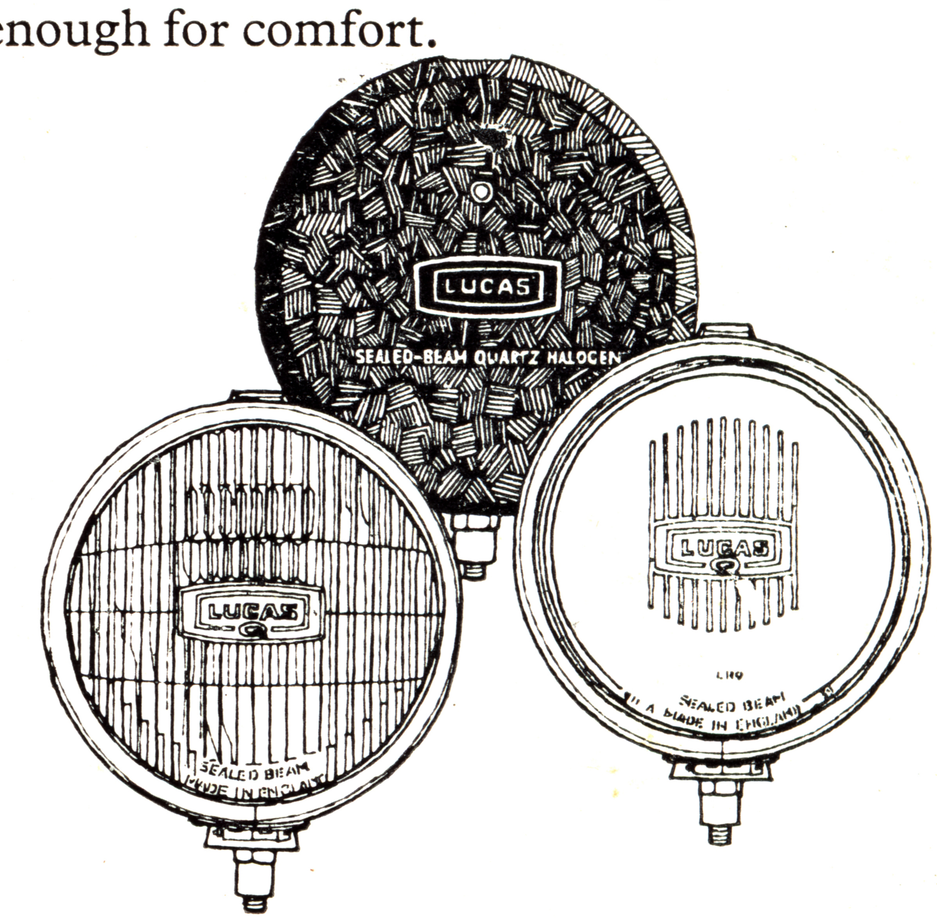
The Foglamp that gives 30% better visibility

Remember how you felt groping through that last thick fog ? Remember those aching muscles ? The straining eyes ? That helpless feeling of driving blind through glowing cotton wool ?

Now you can cut the fear out of fog
The Lucas Silver Sabre is the most powerful fog-fighter money can buy. Controlled tests have *proved* that Silver Sabre gives up to 30% better visibility than any other foglamp. That's because the filament burns in an envelope of halogen gas to produce a much more *intense*, more piercing light. But that's only half the story. The Silver Sabre light is *sealed* into a flat, pre-focused beam that cuts right *through* the fog and lights up the *road*—from car to kerb, and kerb to cats-eyes.

Alternatives to the Silver Sabre ? You can get cheaper lamps that just glare back at you from a mirror of fog. Or more expensive quartz-iodine lamps that are simply not as effective.
For **£6-10-0,** you can cut the fear out of fog with a Lucas Silver Sabre—with quartz-halogen *and* sealed-beam, the most powerful fog-fighting system in the World.

To complete your lighting system
Match Silver Sabre with Silver Lance—the Lucas sealed-beam, quartz-halogen spot-lamp. Silver Lance cuts through the shadows along those black, unfamiliar roads when your headlamps don't throw quite far enough for comfort.

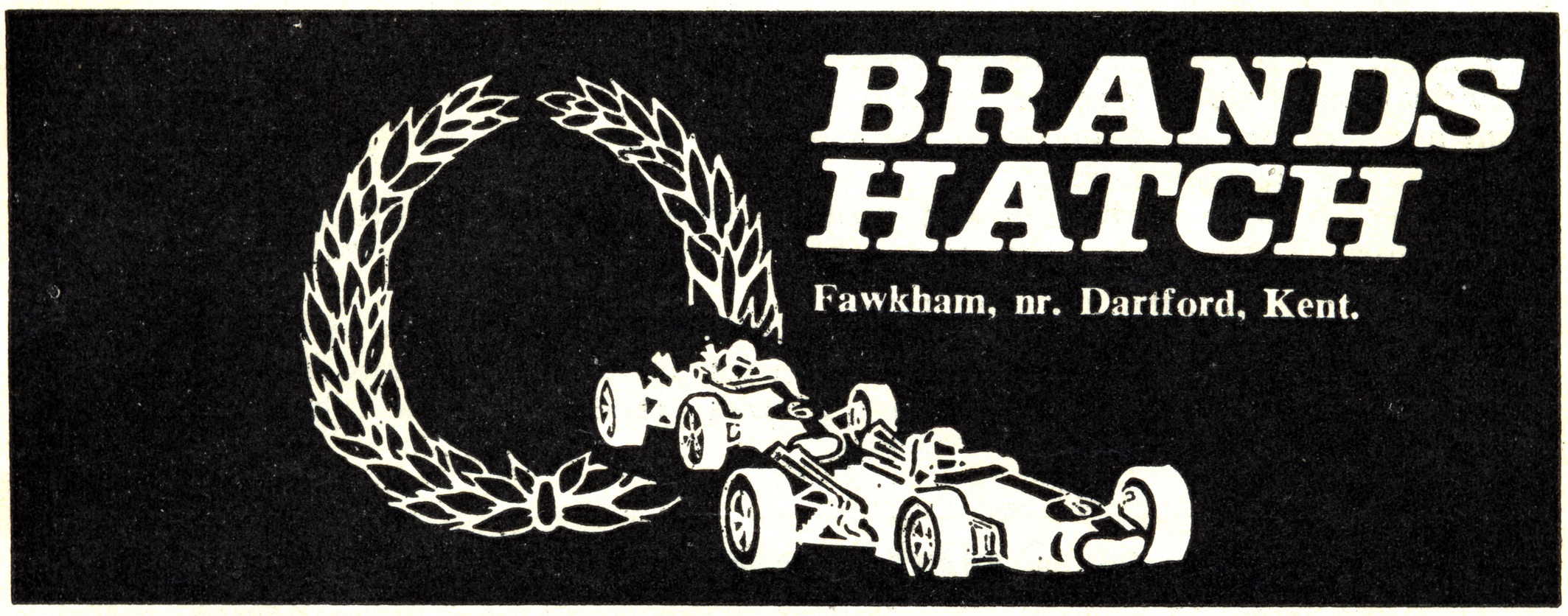


Fit the brilliant Lucas silver pair, complete with handsome free protective covers, and relax. You're always safer behind Lucas lamps !

LUCAS

Joseph Lucas Ltd., Birmingham

MOTOR SHOW : : EARLS COURT : : STAND No. 224 & 287



BARC INTERNATIONAL GUARDS MOTOR SHOW '200' SALOON CAR RACE

This meeting is organised by the British Automobile Racing Club for Brands Hatch Circuit Ltd.

This meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules and Standing Supplementary Regulations of the RAC and Supplementary Regulations.

RAC Permit No. RS 4736

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COVER PHOTOGRAPH

Already assured of the British Saloon Car Championship Frank Gardner will be seen racing in the final round of the championship which is being run here at Brands today. Here we see him in a classic situation pushing Brian Muir into Druids.

(photograph by Michael Hewitt)

For the Attention of Spectators

Please do not leave litter about the grounds — take it with you.
The BARC wish to acknowledge with thanks the valuable assistance given by the individual marshals in conducting this meeting.
If an accident occurs, leave it to the marshals, the doctors and St. John Ambulance men who are in attendance.
Remember to drive with care and caution when leaving the ground.
To safeguard both competitors and public — **dogs are not admitted unless kept on a leash. This is most important.**
Prohibited Area Notices : The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Ltd.

Condition of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

Postponement of the Meeting

The Club reserves the right to postpone or cancel the meeting

FLAG SIGNALS

UNION JACK	Start.
RED	Stop immediately.
YELLOW (Waved)	Great danger : prepare to stop : no overtaking
YELLOW (Motionless)	Take care : danger.
BLUE (Waved)	Another competitor is trying to overtake.
BLUE (Motionless)	Another competitor is following closely.
YELLOW WITH RED STRIPES ...	Oil on the course.
WHITE	Ambulance or service car on the course.
BLACK (With Number)	Car with that number must call into the pits.
BLACK AND WHITE CHEQUERED	End of race.

Acknowledgement

The Morris 1800 Course Car has been kindly loaned by HY-MAC LTD., who are Sponsoring the B.A.R.C. Competition Manager Grahame White and two club members in the LONDON - SYDNEY marathon in this car.

This meeting is promoted by

MOTOR CIRCUIT DEVELOPMENTS LTD.

Managing Director : **John Webb**

For BRANDS HATCH CIRCUIT LTD.

General Manager : **C. J. D. Lowe**

Brands Hatch Circuit Ltd. Fawkham Nr. Dartford Kent.
West Ash 331

Officials

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S. M. Lawry
W. W. Paul

Judges :
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M. Gorringe
L. A. Sandford

Clerk of the Course :
G. D. White

Deputy Clerk of the Course :
K. C. W. Rainsbury

Secretary of the Meeting :
B. J. Bland

Chief Observer :
E. H. G. Browning

Deputy Chief Observer :
R. J. Scannell

Incident Officer :
A. J. Holberton

Chief Flag Marshal :
M. H. Groves

Chief Marshal :
C. R. D. Day

Chief Timekeeper :
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Chief Scrutineer :
F. C. Matthews

Commentators :
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P. Scott-Russell
J. Tilling

Chief Paddock Marshal :
P. A. Sturgess

Deputy Chief Paddock Marshal :
C. L. Payne

Chief Startline Marshal :
R. G. P. Cox

Chief Pit Marshal :
G. W. Wright

Chief Medical Officer :
Dr. G. R. Branson

Medical Services :
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Marshals and Officials :
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(West Kingdown) Ltd.

Race Information :
Mrs. G. A. Bland
Miss H. Searle

Press Officer :
G. H. Macbeth

This Race Meeting is organised by :

THE BRITISH AUTOMOBILE RACING CLUB LIMITED

Sutherland House, 5/6 Argyll Street, London, W.1.

General Manager :
R. L. Clarke

Competitions Manager :
G. D. White

Programme of Events & Awards

			Laps	Start
EVENT 1.	**FORMULA THREE RACE** ... **Heat 1** For the E. R. Hall Trophy		**10**	**11.45 am**
EVENT 2.	**FORMULA THREE RACE** ... **Heat 2** For the E. R. Hall Trophy		**10**	**12.20 pm**
EVENT 3.	**HISTORIC RACING CAR RACE** ... ... For the Nuvolari Cup		**7**	**12.55 pm**
	INTERVAL			
EVENT 4.	**B.A.R.C. GUARDS MOTOR SHOW '200'** Group 5 Touring Cars Final round of the British Saloon Car Championship		**50**	**2.15 pm**
EVENT 5.	**FORMULA THREE RACE** ... **Final** For the E. R. Hall Trophy		**20**	**4.20 pm**

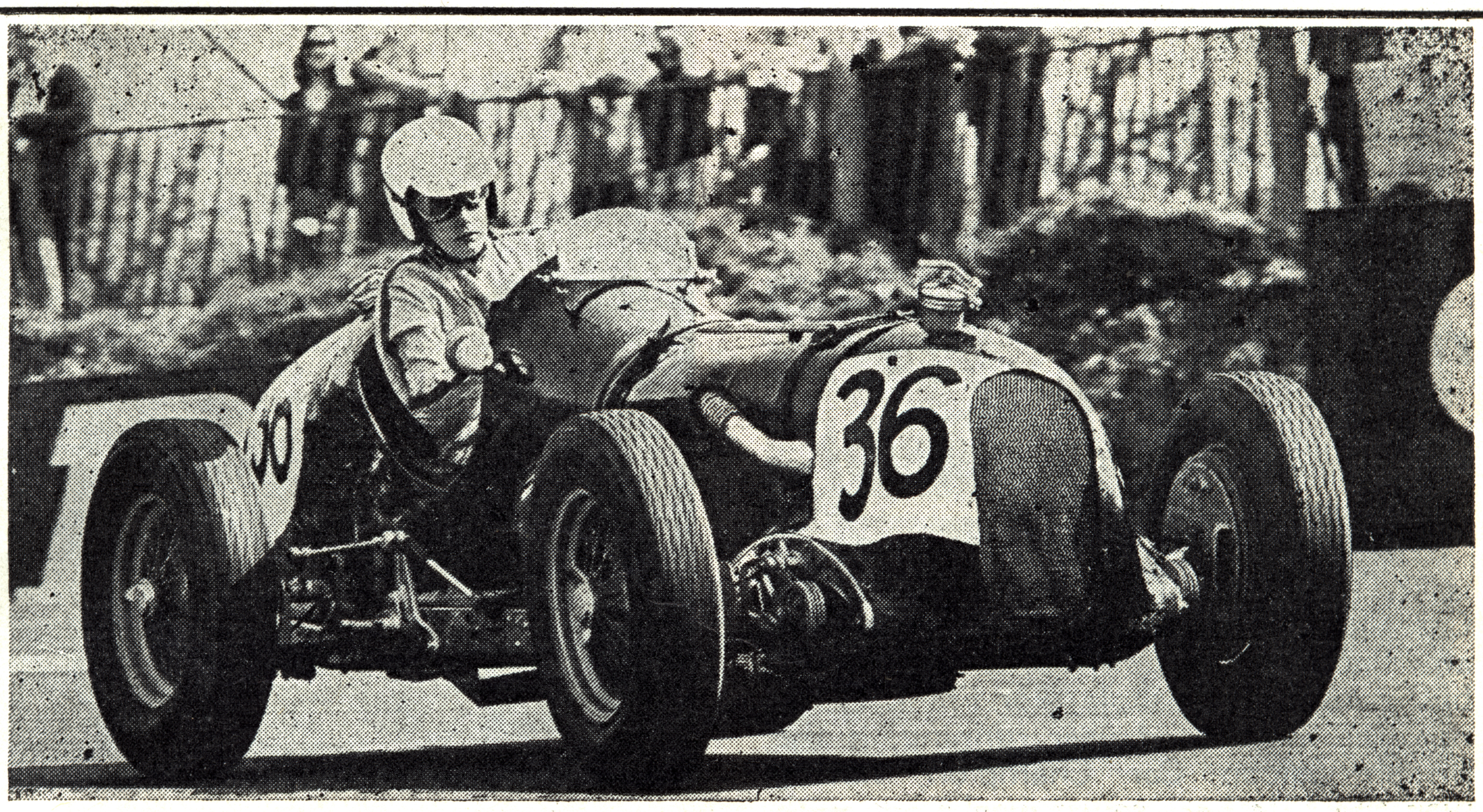
AWARDS :

EVENTS 1 & 2. 1st overall in each heat — £25 2nd — £15 3rd — £10

EVENT 3. To the Winner — The Nuvolari Cup
1st overall — £50 2nd — £40 3rd — £35 4th — £30
5th — £25 All other finishers — £20
Classes : Post-War : 1st — £15 2nd — £10 3rd — £5
Pre-War : 1st — £15 2nd — £10 3rd — £5

EVENT 4. To the Winner — The Andre Challenge Trophy and replica
1st overall — £500 2nd — £250 3rd — £150 4th — £100
5th — £90 6th — £80 7th — £70 8th — £60 9th — £50
10th — £45 11th — £40 12th — £35 13th — £30
14th — £25; and for all other finishers — £20
In each class : Up to 1000 cc : 1st — £25 2nd — £15 3rd — £10
1001 - 1300 cc : 1st — £30 2nd — £20 3rd — £15
1301 - 2000 cc : 1st — £35 2nd — £25 3rd — £20
Over 2000 cc : 1st — £40 2nd — £30 3rd — £25

EVENT 5. To the Winner — The E. R. Hall Trophy and replica
1st overall — £500 2nd — £250 3rd — £150 4th — £100
5th — £90 6th — £80 7th — £70 8th — £60 9th — £50
10th — £45 11th — £40 12th — £35 13th — £30
14th — £25; and for all other finishers — £20



Nuvolari Cup

By Peter Hall

The favourite to win this race judging by his recent performances, will be Neil Corner in his 1959 G.P. Aston Martin DBR4/250, fitted with a 3 litre engine as used in the Tasman races. Peter Brewer will be driving a similar car, but the crux of the matter is whether it will be fitted with a 2½ G.P. or 3 litre Tasman engine; at a meeting last month where Neil beat him, Peter was under the impression his own car had a 3 litre engine, but as he was putting it on his transporter after the meeting he noticed a little plate on the engine which announced he had only been driving a 2½ litre!

Serious challengers to these two cars will be the 2½ litre G.P. Lotus 16 of Bill Wilks, and the Maseratis of Colin Crabbe and Tony Merrick. Colin Crabbe's is a normal 1956 250F, a type which has been enormously successful in historic car racing, and which won the Manufacturers' Championship in its heydey in 1957. Tony Merrick drives the Tec-Mec Maserati, Colotti's lighter and smaller version of the 250F, which, unfortunately, was already outdated against the rear-engined cars when it made its first and only G.P. appearance in the 1959 United States Grand Prix. Today it makes its second appearance in this country, and it obviously has great possibilities in historic racing once it is sorted out. Tony is a very successful E.R.A. driver, who has also raced a modern M.G., whilst Colin Crabbe has raced everything from a 1910 Renault to a Ford GT 40, both in this country and abroad.

To complete the field of post-war cars we have Cooper-Bristols driven by Stephen Curtis from Exeter, and Barry Simpson who runs a garage not far from Brands Hatch at Eynesford, near Dartford. These two will be challenged by Frank Lockhart in his single-seater Rover, a special experimental car built and raced by the Solihull works in 1948 and the oniy single-seater Rover ever built.

Favourite amongst the pre-war cars will be Peter Waller's 1936 E.R.A., with its beautiful sounding 6 cylinder supercharged 1½ litre Riley-based engine. Close to him is likely to be Bernard Kain's classic 1926 supercharged 8 cylinder 2.3 litre 35B Bugatti, a notable chaser of E.R.A.s. Patrick Marsh's immaculate black E.R.A. was once owned by Richard Seaman and Bandleader Billy Cotton, whilst Ray Potter is completing his first season with the 1927/39 two stage supercharged E type E.R.A.-engined G.P. Delage, put together originally for Rob Walker in 1951, and meticulously rebuilt recently by Ray himself. Bob Wood's handsome Semmence has a chain-drive chassis and an A.C. Six engine and was built pre-war by H. Whitfield Semmence, and Tim Boyce, better known at the wheel of his own vintage chain-drive Frazer Nash, drives Barry Simpson's Bugatti, which has a 3.3 litre Type 57 engine in an earlier Type 55 chassis. The field is completed by Colin Readey's attractive 1725 cc Riley T.T. Sprite and Sid Beer's well-known supercharged 1100 cc M.G. K3 Magnette.

The Championship is won but the racing . . .

By Graham Macbeth

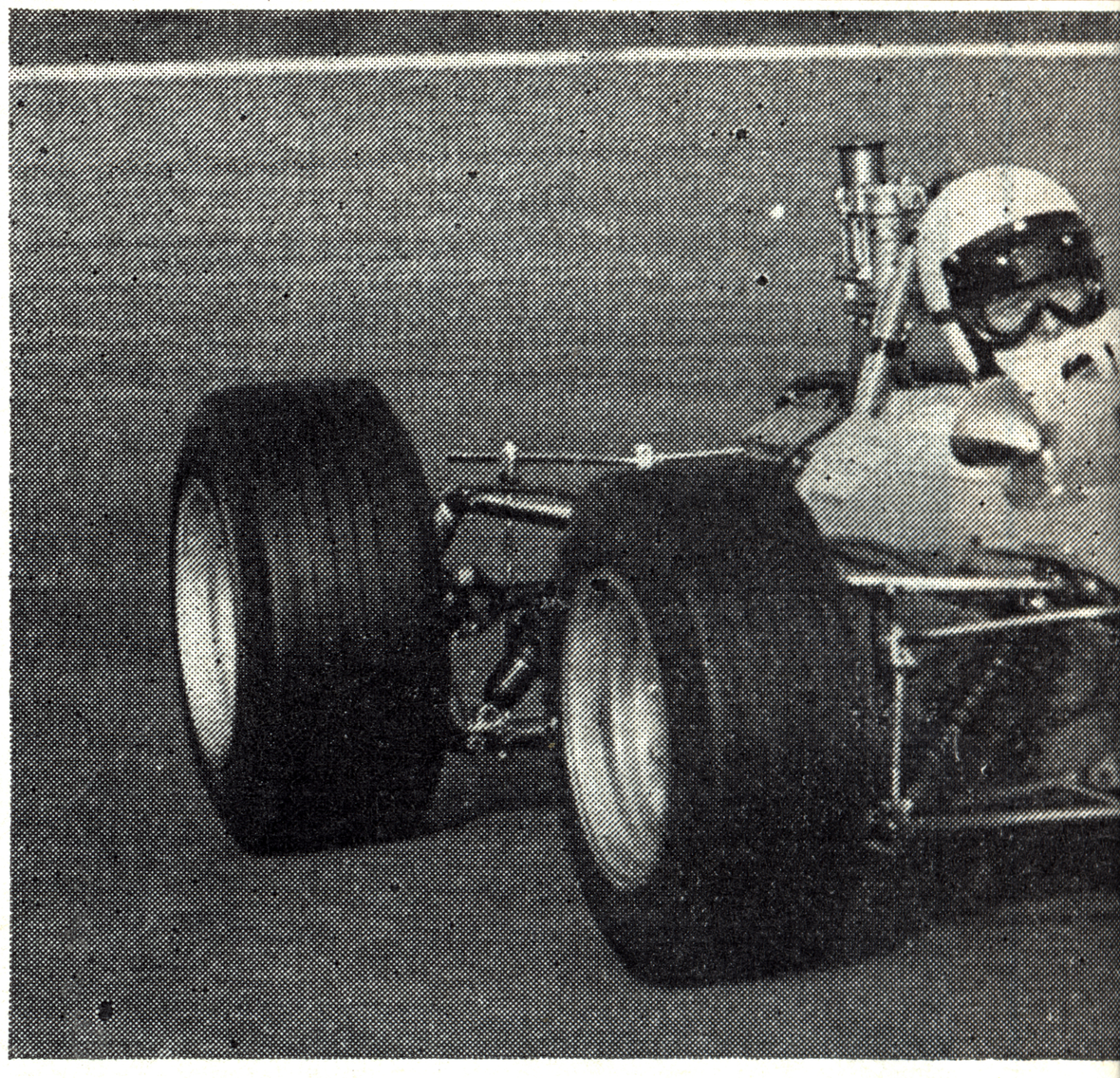
This afternoon's Motor Show "200" is the final round of the British Saloon Car Championship but, although this is an important competition, it will not be bothering many people. For Frank Gardner, for the second year running, is the British Saloon Car Champion, having won the title here seven weeks ago with the Alan Mann Racing Ltd. Ford Escort FVA; Brian Muir (like Gardner an Australian) cannot now be beaten in the over-1600 cc class with Bill Shaw's mighty Ford Falcon, while John Rhodes, third overall at present in the championship table, is too far ahead in the Cooper Car Company's Mini-Cooper "S" for his nearest rival, John Fitzpatrick in the Team Broadspeed/Bristol Street Group Ford Escort GT, to wrest the 1000 - 1300 cc class from his firm grasp. So far as this championship is concerned, it is a matter of whether Leslie Nash in his Anglia can catch up with Gordon Spice's Austin Cooper "S" in the up-to-1000 cc category.

In the Lombank Saloon Car Entrants Championship which runs concurrently, Alan Mann Racing Ltd, are already winners with their Gardner-driven Escort but there is still a scrap between the Cooper Car Company and Bill Shaw's Ford Falcon driven by Brian Muir for second spot.

Yet, with a £500 first prize and a race distance of more than 200 kilometres (justifying the title "200" for the event), the seasonal championship will be more than overshadowed as all the contestants get down to some real motor racing.

What a field it it, with the saloon car champions for years past — Gardner, Rhodes, Fitzpatrick and that fearless Falcon pilot, Roy Pierpoint — all in the lists, and lots more of the fastest saloon men to challenge them.

Perhaps it is a good thing our championship is so well sewn up for, in every class, there is some tough foreign opposition. Look on the race entry page and you will find "S," "DK," "NL," and 'D" 'dotted around unusually thickly for a British event, signifying that Swedish, Danish, Dutch and German drivers are here looking for some of that prize money.



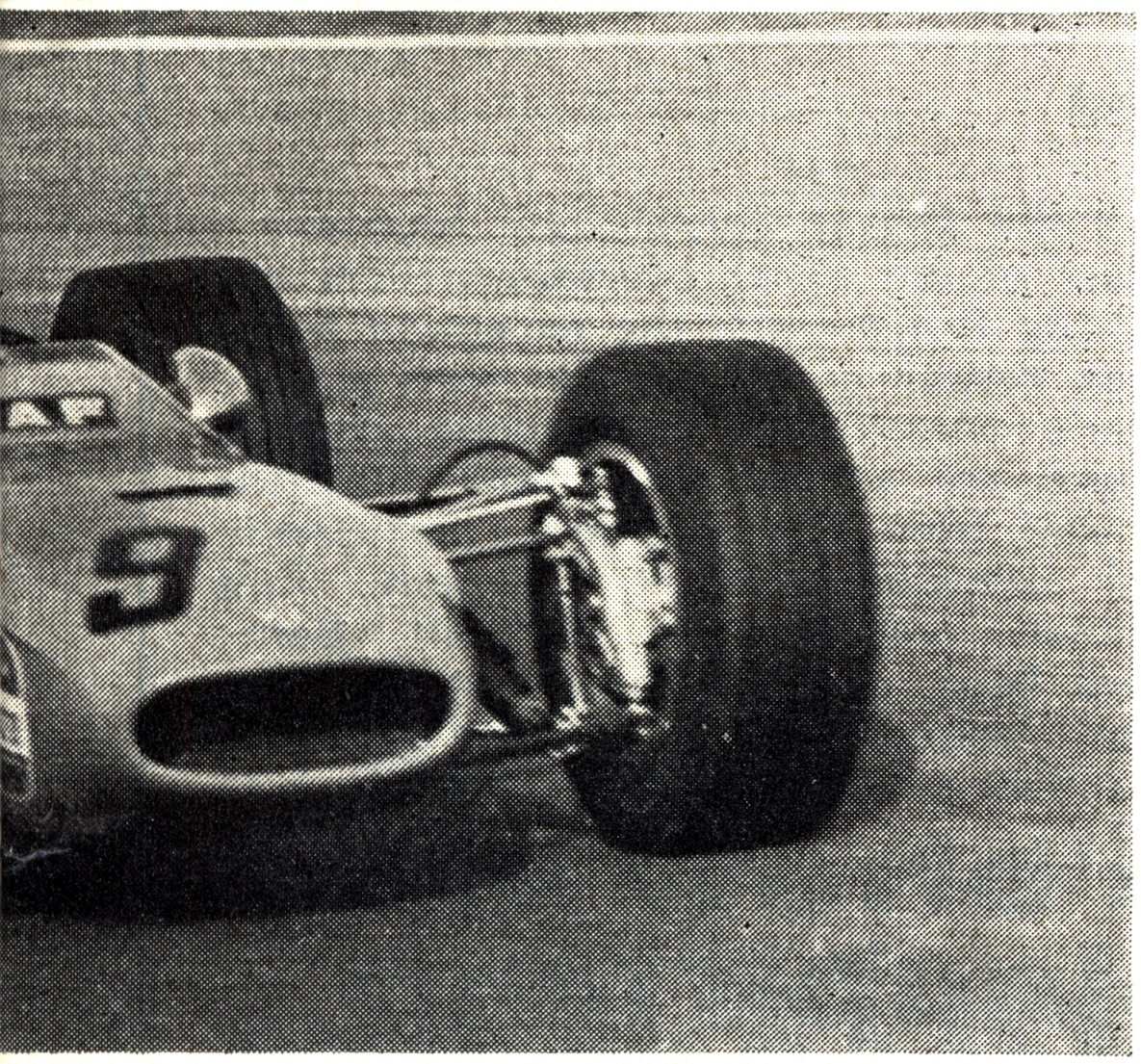
The Dutch driver Gijs van Lennep opposite-locking his Formula 3 Tecno-DAF-Ford round the sand dunes of Zandvoort earlier this year. Racing Team Holland have entered two of these interesting automatic transmission cars.

From Sweden we welcome Bo Kasby with his immaculate Chevrolet Camaro, which is a much more modern device than the Ford Falcon's which normally dominate the over-1600 cc class of our races and you are reminded that we have not seen a really "sorted" Camaro here before.

Porsches from the Continent are driven by Ewin Kremer of Germany, Svend Engstrom of Denmark and Toine Hezemans from Holland, who was one of a group of Continentals who came to England at Easter and shook the British with their incredibly swift Fiat Abarths.

The Fiat Abarths are back today and the Minis, Imps and Anglias in the 1000 cc class will have to look to their laurels with Rein Zwolsman of Holland and Son Borch-Christensen of Denmark about.

So here it is, the biggest and best field of saloons seen in Great Britain this year, with the biggest prizes to be won, with every saloon car lap record holder present and ready to go. Three cheers for the first man round Paddock!



Photograph by J. V. Lent



For pure excitement in Motor Racing you can't beat the Minis. Watch out today fo these nippy racers.

The E.R. Hall Trophy Race

By Paul Watson

It would be pretty accurate to say that the British Automobile Racing Club have gathered together one of the finest and most representative fields ever seen in Formula 3 since its inception at the beginning of 1965.

A quick glance at the list of runners shows representation, not only from all parts of the British Isles, but from thirteen other countries, and from every single continent. From Europe we have drivers crossing the sea from Sweden, Denmark, Germany, France, Italy, Switzerland and Holland, not to mention the Republic of Ireland. There is a driver from the United States of America, another from far-away Japan, and even a French speaking driver from Madagascar! Australasia is represented by several Australian and New Zealand drivers. In all, the paddock area will hum to the tune of eight different languages during this the biggest and best British Formula 3 race of the year.

Formula 3 first came about in 1965, and followed on as a natural development from Formula Junior. It caters for 1000 cc single-seater racing cars with engines that must be based on normal production specifications — although that's where the similarity to your family saloon ends! Each car must have four forward speeds and reverse, and only one carburettor i s allowed, fuel-injection being forbidden.

The Formula is looked upon as a stepping stone between club racing, as seen at Brands Hatch on many weekends throughout the year, and the much more powerful Formula 2 class in which fully fledged Formula One Grand Prix drivers mix it with the best of the up-and-comings. Many, many top drivers have come up through the ranks of Formula Junior and Formula 3, including former World Champion John Surtees, and the late Jim Clark, as well as current World Champion Denny Hulme who drove in this country with a Junior Cooper after arriving from his native New Zealand. Jackie Stewart, Derek Bell, Jacky Ickx, Jean-Pierre Beltoise and many others had the same beginnings. Henri Pescarolo, was last year's unofficial champion of Formula 3.

Formula 3 is also the mainstay of international racing as a whole, with more events for this type of car in Europe than for any other class of racing. Most of the drivers you see here today divide the months between April and October in just about every West European

(continued overleaf)

The E.R. Hall Trophy Race - continued

country and behind the Iron Curtain too! They race not only for the glory but for the sometimes rich purses of "gold" offeed by organisers as far apart as Finland and Spain or Portugal and Czechoslovakia, literally days before the recent "uprising." Today the prize money exceeds £2000.

However, the 1968 European racing season is now virtually over, and with only a few more races left a vast majority of the F3 "Circus" have made their way here to the Kentish Hills for today's race.

The Cars

In all there are nine Tecno's entered, these cars being manufactured in Northern Italy. Without doubt the Tecno is this year's most successful Formula 3 marque, a position it took over from the French Matra concern at the beginning of this season. Two of the Tecno's, entered by Racing Team Holland, are equipped with the Dutch DAF automatic transmission, which is something unique in motor racing circles, in that it dispenses with the use of a clutch. The Tecno-DAF-Fords are driven by last year's winner of the '200' Mike Beckwith, and Dutch Champion Gijs Van Lennep. You can pick them out by their bright orange colours.

Also present is the fiery Swedish Champion Ronnie Peterson in another Tecno, and his great rival Reine Wissel. These two are probably the most successful individual drivers this year, for they have waged an incessant battle, not only in Scandinavia, but throughout Europe during the last seven and a half months.

Another ferce Tecno driver is the experienced Manfred Mohr from West Germany, a particular specialist on the Italian Monza circuit outside Milan. Mohr brings his No. 2 driver Giancarlo Gagliardi with him to drive an interesting De Sanctis, a marque that won practically every race in Italy during 1966. Other Tecno's are driven by the American Peter de Meritt, German Renfold Unold, Frenchman Francois Chevalier and the English driver John Morrison. Most of our other overseas visitors are driving British cars, the exception being Max Bonnin of Madagascar with a last-year's Matra MS5 monocoque chassis. There are several very rapid Brabham drivers from the continent, particularly Ulf Svensson, Patrick Champin, Jurg Dubler, Jean-Francois Gerbault, Bernhard Baur, and not forgetting the very fast Japanese driver Tetsu Ikuzawa, the Rising Sun emblazoned on his white car.

The Home Front

And what of the Home-Front opposition. In Heat One this should come mainiy from Brands Hatch expert Tony Lanfranchi (Merlyn), Alan Rollinson in one of the Red Rose Motors Chevron's, Peter Gaydon in the S.M.R.T. Titan, John Miles in the new works Lotus 41X which won so well at the British Grand Prix meeting; with outsiders Cyd Williams, Bond, Saye and Hanson in Brabham's.

In Heat Two it should be the very up-and-coming Australian Tim Schenken with the Sports Motors Chevron, the experienced Chris Williams in another Red Rose Motors Chevron; Mo Nunn should do well in his Lotus 41, while outsiders are Berry, Beuttler, Keens, Maskell and Morgan in Brabham's and Ken Crook's Lotus 41.

To predict a winner would be almost impossible, but for my money it will come from one of the following thirteen: Tetsu Ikuzawa (Japan), Gijs van Lennep (Holland), Ronnie Peterson (Sweden), Manfred Mohr (West Germany), Chris Williams (UK), Tim Schenken (Australia), Mo Nunn (UK), Ulf Svensson (Sweden), Mike Beckwith (UK), Reine Wissel (Sweden), Alan Rollinson (UK), John Miles (UK) or Tony Lanfranchi (UK).

No fewer than nine makes are represented, including Brabham, Tecno, Chevron, Lotus, Abbott, Merlyn, Alexis, Titan and De Sanctis, but every single car has an engine based on the popular Ford 105E installation which for the Ford Motor Company is something to be pretty proud of.

Fit the world's first aquajet tyre



SP Sport is the latest and greatest development in the range of Dunlop radials which have dominated big international rallies for years. It brings a bigger thrill than ever to high-performance motoring, combined with an ever greater degree of assurance and safety worth every penny of its higher manufacturing cost. All the standard radial plusses are built into this handsome husky-looking tyre. The smoother, more comfortable ride. The superb control at speed. The quieter running. The higher mileage and fuel saving. All these, and the most revolutionary plus of all—the unique plus—*AQUAJETS !*

NEW UNIQUE AQUAJET ACTION

Aquajets are shoulder vents which *pump* away surface water between tyre and road when braking pressure is applied. Result—an even bigger area of bone-dry contact with the road. Greater safety than ever before for high performance motoring.

PLUS ANTI-AQUAPLANE CHANNELLING

Wide channelling in the centre of the tread, sluices water away to the rear of the tyre out of harm's way. The squat profile means increased contact with the road, firmer grip, a new feeling of stability and control.

The new **DUNLOP SP SPORT**

The tyre that goes with the car that goes.

The SP Sport is being made in the following sizes:
145-10, 145-13, 155-13, 165-13, 165-15, 175-13, 185-15

EVENT 1 **Start : 11.45 a.m.** **10 Laps**

Formula Three Race

HEAT ONE

for THE E.R. HALL TROPHY

The first ten competitors to finish in this race, with the first ten competitors from Heat 2— together with the next sixteen fastest competitors from the two heats considered as a whole — will go into the Final, Event 5 (subject to change as in competitors' final instructions).

No.	Entrant and Driver	Car	Nationality of Driver	cc	Colour
1	Jeff Uren (Dvr.: To be nominated)	Brabham BT21		997	B
2	Jean Allen Racing (Dvr.: Bev Bond)	Brabham BT21B Ford	(GB)	998	Gd/Bk
3	Goodwin Racing (Dvr.: Cyd Williams)	Brabham BT21 Ford	(GB)	997	O
5	Philip Tose (Dvr.: Mac Daghorn)	Brabham BT21 Ford	(GB)	997	Y/G
7	P & M Racing Prep'ns Ltd. (Dvr.: Keith Jupp)	Brabham BT21B Ford	(GB)	997	R
8	P & M Racing Prep'ns Ltd. (Dvr.: Brendan McInerney)	Brabham BT21B Ford	(IRL)	997	B
9	Frank Williams (Racing Cars) Ltd. (Dvr.: Malcolm Guthrie)	Brabham BT21B Ford	(GB)	997	Gy/M
12	Ecurie Savoie Competition Automobile (Dvr.: Francesco Ghezzi)	Brabham BT21B Ford	(F)	998	O
14	The Jurg Dubler Racing Org'n (Dvr.: Bill Stone)	Brabham BT18 Ford	(NZ)	997	Bk
16	Ulf Svensson	Brabham BT21B Ford	(S)	997	R
18	Pierre Yves Gaggio	Brabham BT21 Ford	(CH)	997	R
19	Eddie Jacobsson	Brabham BT21 Ford	(S)	997	R
21	Simon Saye	Brabham BT21 Ford	(GB)	997	O
23	Peter Hanson	Brabham BT21 Ford	(GB)	997	B
24	Peter Deal	Brabham BT18 Ford	(GB)	997	B
25	Paul Craven	Brabham BT21B Ford	(GB)	997	R
28	Racing Team Holland (Dvr.: Mike Beckwith)	Tecno-Daf Ford	(GB)	998	O

29	Team Baltzar Racing Org'n (Dvr.: Reine Wisell)	Tecno Ford	(S)	997	Y
30	The Jurg Dubler Racing Org'n (Dvr.: Peter De Meritt)	Tecno Ford	(USA)	997	R/W
31	Hermann Unold	Tecno Ford	(D)	997	R
33	Grundig Racing (Dvr.: Ole Vejlund)	Titan Ford	(DK)	997	R
34	Special Motor Racing Team (Dvr.: Peter Gaydon)	Titan Ford	(GB)	997	B/Gd
35	Ben Moore	Titan Ford	(GB)	997	B
37	Red Rose Motors (Dvr.: Alan Rollinson)	Chevron Ford	(GB)	997	Bk/Gd
39	John Ralph	Chevron Ford	(GB)	997	W
40	Gold Leaf Team Lotus (Dvr.: John Miles)	Lotus 41X Ford	(GB)	997	R/W/Gd
41	P & M Racing Prep'ns Ltd. (Dvr.: John Gillmeister)	Lotus 32 Ford	(GB)	997	G/Gd
42	Richard Scott	Lotus 41 Ford	(GB)	997	R
43	Alan Fraser (Dvr.: Tony Lanfranchi)	Merlyn 14 Ford	(GB)	997	B/W
44	Giancarlo Gagliardi	De Sanctis Ford	(I)	997	R
46	Car Consultants (USA) Ltd. (Dvr.: David Cole)	Alexis Ford	(GB)	997	W

Key to Colours for All Races :

B — Blue **Bk** — Black **Bz** — Bronze **Gd** — Gold **G** — Green
Gy — Grey **M** — Maroon **O** — Orange **P** — Purple **R** — Red
S — Silver **W** — White **Y** — Yellow

RESULTS

1st..... **2nd**..... **3rd**.....

4th..... **5th**..... **6th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

Leader's Time..... Speed.....mph

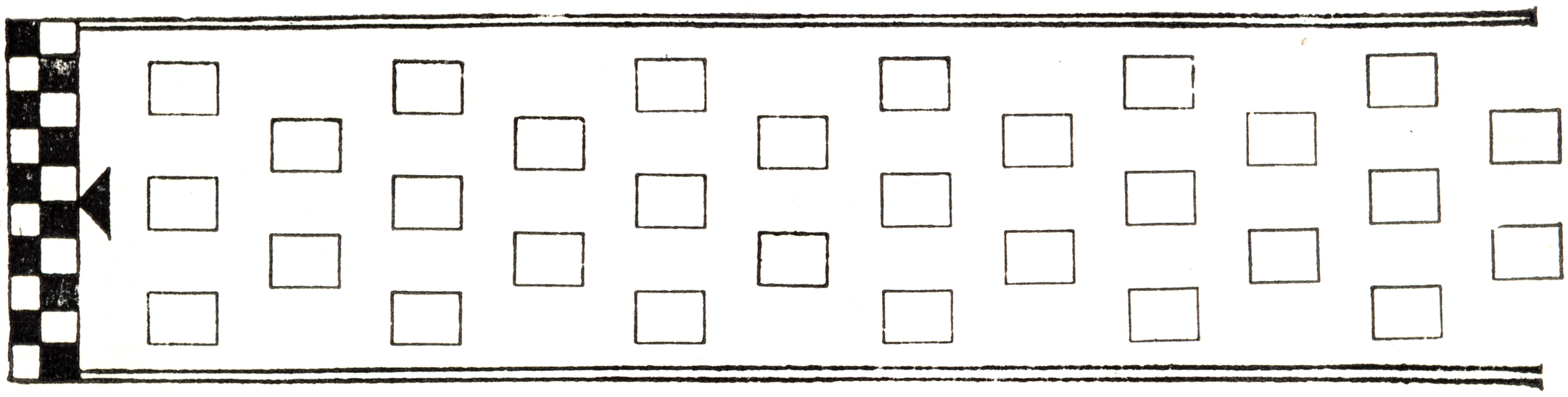
LAP RECORD

Racing Cars — Formula 3		**min.**	**sec.**	**mph**	**date**
Peter Gethin	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
Alan Rollinson	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
Tim Schenken	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
John Miles	**(997 cc Lotus-Ford 41X)**	**1**	**37.6**	**97.75**	**2.9.68**
Race Record :	Peter Gethin (997 cc Chevron-Ford)			96.64	2.9.68

Lap Chart and Grid Positions Overleaf

GRID POSITIONS

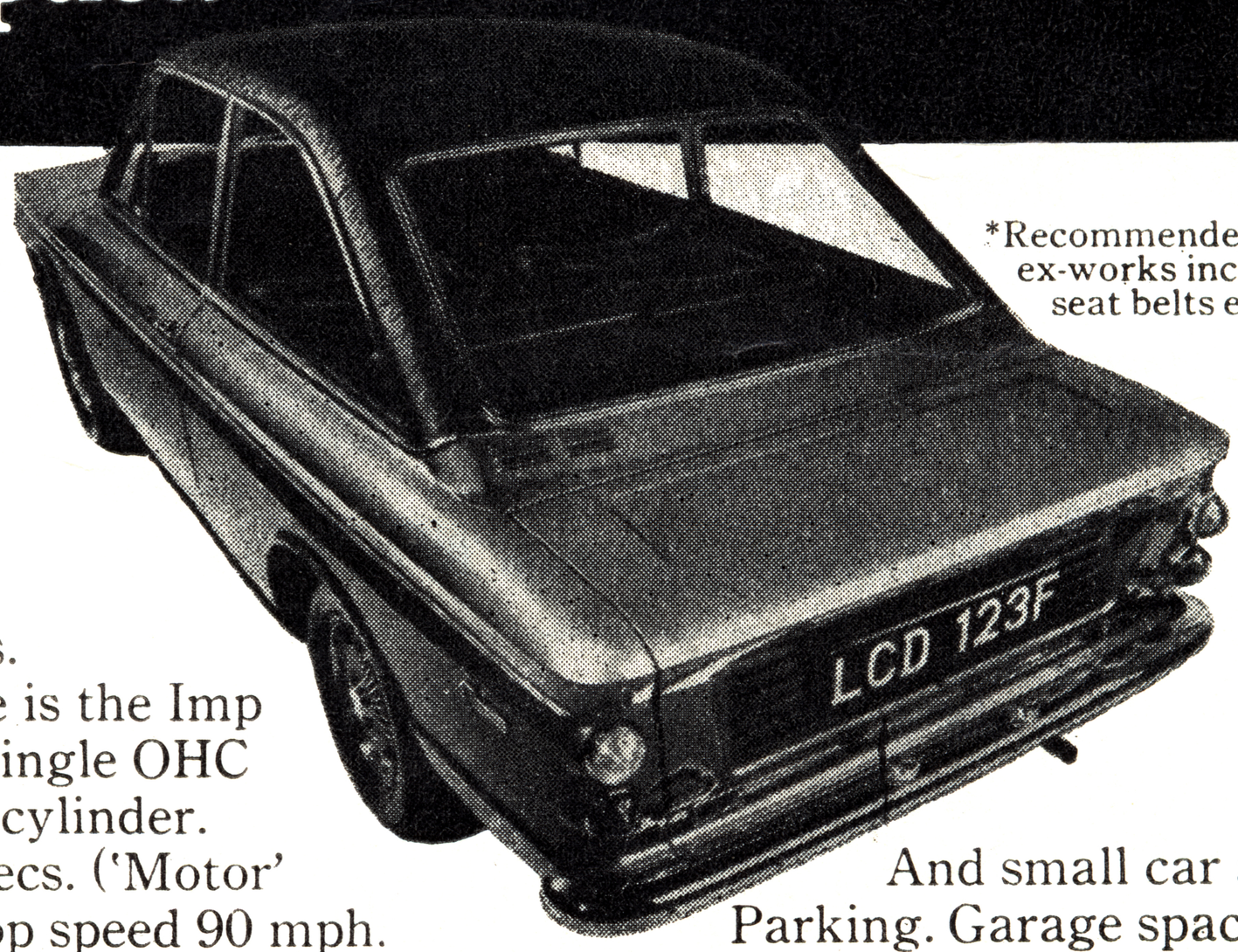
EVENT ONE continued



POS. ▼	1	2	3	4	5	6	7	8	9	10
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NOTES

The most compact.



*Recommended price ex-works inc. p.t. seat belts extra.

The compact is an American idea. A small car with big car virtues. Like the Sunbeam Stiletto. Thus.

The engine is the Imp Sport 875cc single OHC inclined four-cylinder. 0-50 in 10.6 secs. ('Motor' road test.) Top speed 90 mph.

Plus big car features. Wind-up windows. Carpet, wall-to-wall. Amblair-upholstered seats.

Outside: great trim. Black vinyl covered roof. Four headlights.

And small car advantages. Parking. Garage space. Economy

No other small car combines luxury and performance like this. For only £813*

Come and take a test drive.

Rootes new deal is your new deal.

The Sunbeam Stiletto

SUNBEAM ROOTES

EVENT 2 Start : 12.20 p.m. 10 Laps

Formula Three Race

HEAT TWO
for THE E.R. HALL TROPHY

The first ten competitors to finish in this race, with the first ten competitors from Heat 1 — together with the next sixteen fastest competitors from the two heats considered as a whole — will go into the Final, Event 5 (subject to change as in competitors' final instructions).

No.	Entrant and Driver	Car	Nationality of Driver	cc	Colour
50	Frank Williams (Racing Cars) Ltd. (Dvr.: Tetsu Ikuzawa)	Brabham BT21B Ford	(J)	997	W
53	Frank Lythgoe Racing Ltd. (Dvr.: David Berry)	Brabham BT21B Ford	(GB)	997	B/Y
54	David Bridges (Dvr.: Norman Foulds)	Brabham BT21 Ford	(GB)	997	M/W
56	P & M Racing Prep'ns Ltd (Dvr.: Michael Buettler)	Brabham BT21	(GB)	997	B
57	P & M Racing Prep'ns Ltd. (Dvr.: Alex Trotter)	Brabham BT21B Ford	(GB)	997	B
59	Dalslands Ring (Dvr.: Ingvar Pettersson)	Brabham BT21 Ford	(S)	997	R
60	Midland Racing Team (Dvr.: Bernhard Baur)	Brabham BT21B Ford	(CH)	997	O
61	The Jurg Dubler Racing Org'n (Dvr.: Jurg Dubler)	Brabham BT21B Ford	(CH)	997	Y/B
63	Egert Haglund	Brabham BT21 Ford	(S)	997	B
64	Jonas Qvarnstrom	Brabham BT21B Ford	(S)	997	G
65	Bill Gowdy	Brabham BT21 Ford	(IRL)	997	G/O
66	Mike Keens	Brabham BT21B Ford	(GB)	997	B/W
67	Barrie Maskell	Brabham BT21B Ford	(GB)	997	R/Gd
68	Howden Ganley	Brabham BT21 Ford	(NZ)	997	G/S
69	Charles Carling	Brabham BT18 Ford	(GB)	997	B/R
70	David Morgan	Brabham BT15 Ford	(GB)	997	G

73	Racing Team Holland (Dvr.: Gijs Van Lennep)	Tecno-Daf Ford	(NL)	998	O
74	Squadra Robarddie ... ... (Dvr.: Ronnie Peterson)	Tecno Ford	(S)	998	Y/B
75	Manfred Mohr	Tecno Ford	(D)	997	W
78	John Morrison	Tecno Ford	(GB)	997	R
80	Red Rose Motors (Dvr.: Chris Williams)	Chevron Ford	(GB)	997	Bk/Gd
81	Sports Motors (Manchester) Ltd. (Dvr.: Tim Schenken)	Chevron Ford	(AUS)	997	B
82	Midland Garage (Dvr.: Howard Heerey)	Chevron Ford	(GB)	997	B
84	Astrali Accessories (Dvr.: Mo Nunn)	Lotus 41 Ford	(GB)	997	R/W
85	Ken Crook	Lotus 41C Ford	(GB)	997	R
87	Max Bonnin	Matra MS5 Ford	(RM)	997	B
89	David Brodie	Titan Ford	(GB)	997	R/Gd
92	Norman Abbott	Abbott Ford	(GB)	997	Purple

Key to Nationality of Drivers

AUS — Australia
B — Belgium
CH — Switzerland
D — Germany
DK — Denmark
F — France
GB — Great Britain
I — Italy
IRL — Ireland
J — Japan
NL — Holland
NZ — New Zealand
RM — Madagascar
S — Sweden
USA — United States of America

RESULTS

1st..... **2nd**..... **3rd**.....

4th..... **5th**..... **6th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

Leader's Time..... Speed.....mph

LAP RECORD

Racing Cars — Formula 3		**min.**	**sec.**	**mph**	**date**
Peter Gethin	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
Alan Rollinson	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
Tim Schenken	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
John Miles	**(997 cc Lotus-Ford 41X)**	**1**	**37.6**	**97.75**	**2.9.68**
Race Record :	Peter Gethin (997 cc Chevron-Ford)			96.64	2.9.68

Lap Chart and Grid Positions Overleaf

LOMBANK

BRITAIN'S BEST FINANCE HOUSE

START MOTORING THE LOMBANK WAY

Lombank are famous for making credit finance arrangements for car purchase and for keeping them on a simple, human basis.

YOU CAN RELY ON LOMBANK

You will find that your dealer and your Lombank branch manager will go out of their way to study your requirements and recommend a wise purchase.

NEXT TIME YOU BUY A CAR – BUY IT THE LO

You can afford things earlier in life with the LOMBA

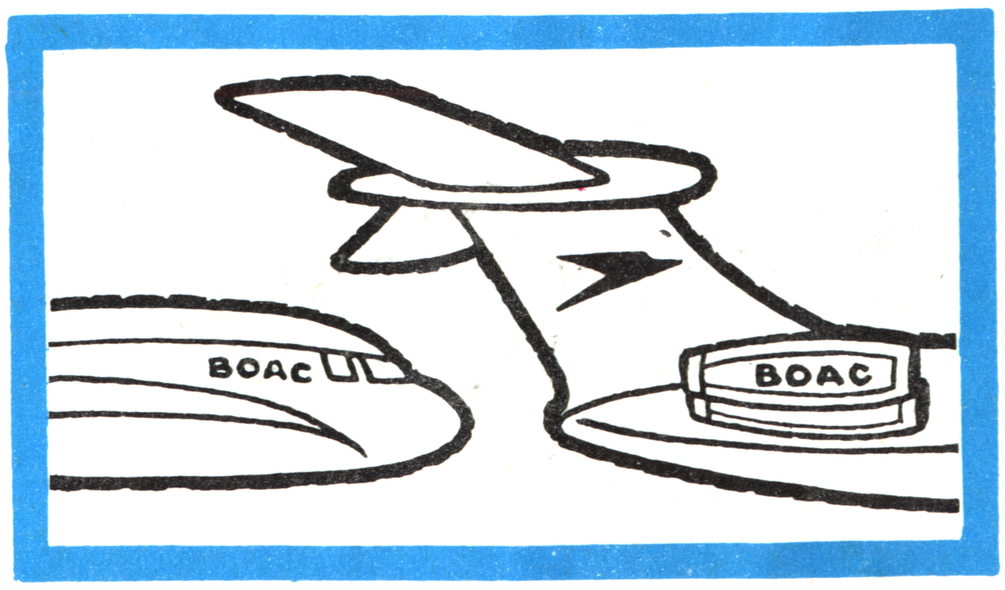
The Lombard range of modern, confidential credit facilities can be a
sphere of life where capital is required. Here are just a few examples

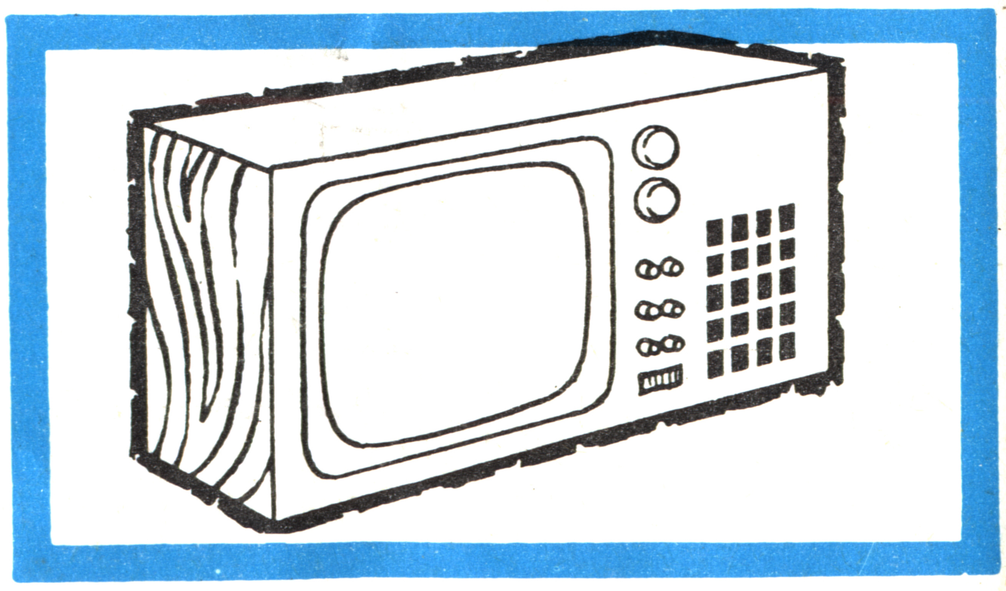
TRAVELLING BY AIR – BOAC

Lombard Bank is proud to be associated with BOAC and other international airlines in providing the official "Fly Now—Pay Later" scheme. Air travel for business and pleasure may be financed with an initial deposit and the balance paid by monthly instalments. For exciting details see next page.

BUYING COLOUR TV

Let Lombank show you just how simple it can be to own a Colour Television set now. Colour Television is no longer a thing of the future – it has arrived. Through Lombank you can obtain yours with the minimum of delay. The local Lombank office will give you all details.





For further details of the LOMBARD GROUP facilities speak to y

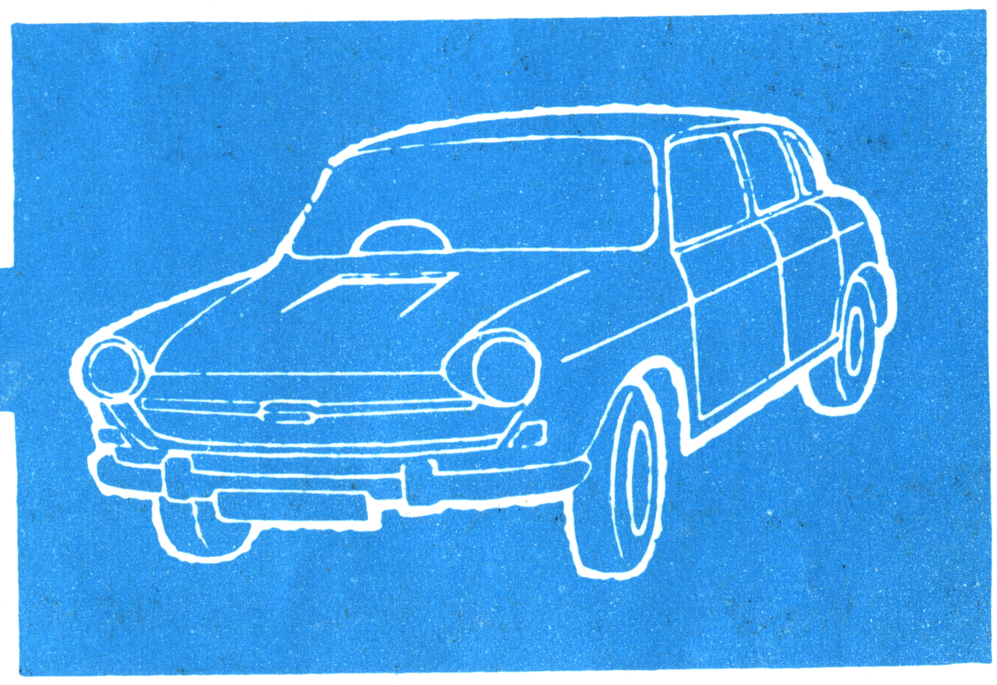
LOMBANK AND THE MOTORIST

The interest Lombank has in the motorist does not end with credit facilities for car purchase. They also sponsor these races and rallies:—

BRSCC Saloon Car Championship, winning entrant.

RAC International Rally of Great Britain.

RSAC International Scottish Rally.



MBANK WAY

RD BANKING GROUP

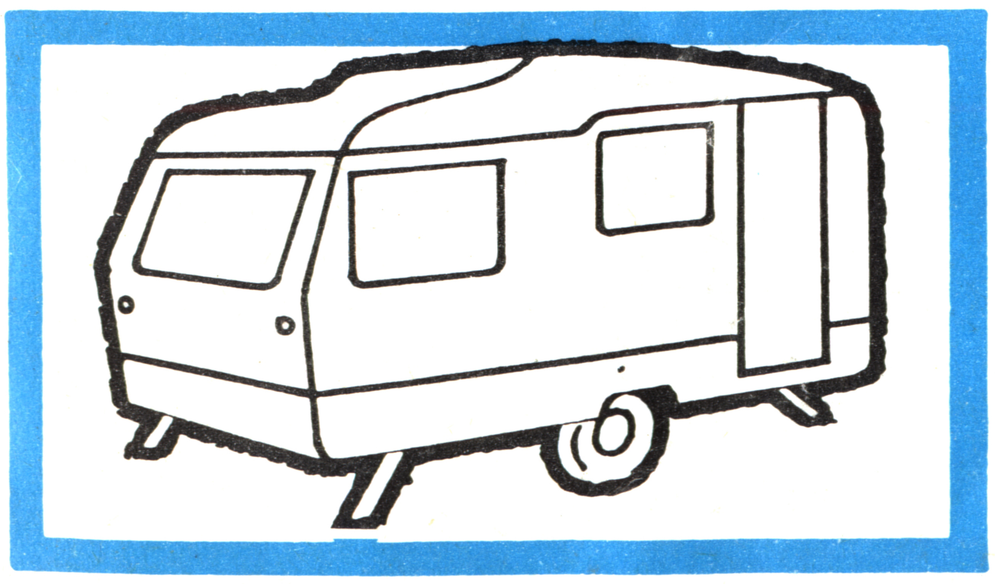
dapted to help in almost every
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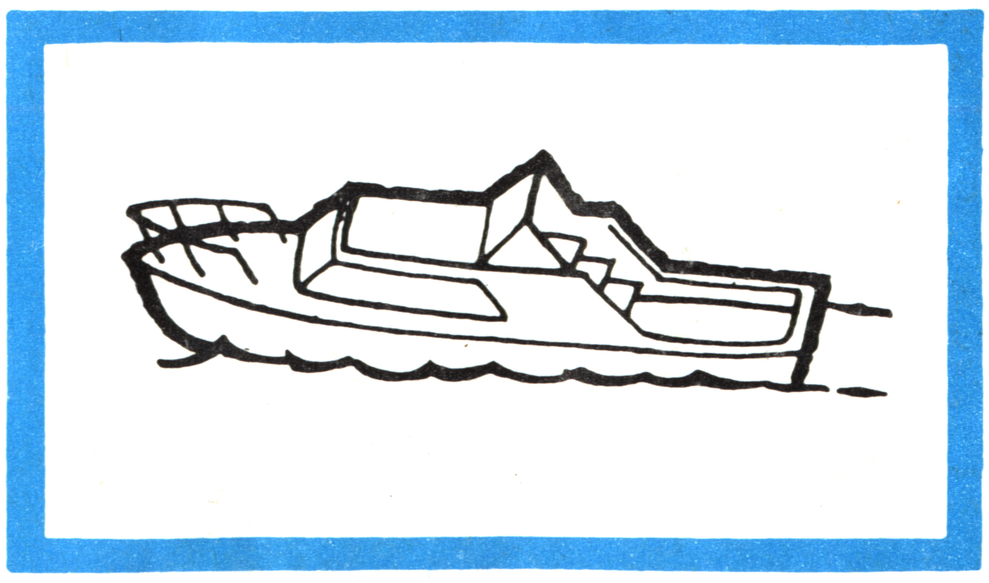
BUYING A CARAVAN

A holiday home on wheels can be yours simply and with the minimum financial outlay through Lombank. Lombank are experts at making credit finance arrangements for caravan purchase. Your trader has all the details.

BUYING A BOAT

Boats are a hobby of the future and Lombard Bank have a special Marine Division to deal with all matters connected with marine mortgage, building progress payments and hire purchase.





our local Branch Manager
—see telephone directory for your nearest branch

We'll do more than agree with you that you need a good holiday.

We'll give you the credit for it.

If you think a good holiday is what you need, think about this. Together with Lombard Banking, we'll give you the credit for one of our sunshine holidays. You can use the easy save plan. Or the ticket instalment plan. For just a few pounds down, you can have a really good holiday anywhere you like in the world.
Don't think it's limited to holidays either. Visiting the family. Going on business. Taking up a new job. They're all covered. Fill in the coupon. Or pop round and see your travel agent. He'll give you the facts and we'll give you the credit.

To: BOAC, Airways Terminal, London S.W.1.
Please send me information about your travel instalment plans.

Name_____

Address_____

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_____ G.I

BOAC TAKES GOOD CARE OF YOU

BOAC

EVENT 3 Start : 12.55 p.m. 7 Laps

Historic Car Race

for THE NUVOLARI CUP

No.	Entrant and Driver	Car	cc	Colour
	Post-War Cars			
1	Neil Corner	Aston Martin DBR4/250	2992	G/W
2	Peter Brewer	Aston Martin DBR4/250	2992	G
4	Colin Crabbe	Maserati 250F	2486	R
5	Dr. Richard Bergel	Maserati 250F	2500	R
7	Tony Merrick	Maserati Tec Mec 250F	2493	R
9	David Boorer	Lotus 16 Climax	1960	S/G
10	William Wilks	Lotus 16 Climax	2495	G
11	Nigel Woollett	Lotus 16 Climax	1475	R
14	Stephen Curtis	Cooper Bristol	1971	W
15	Barry Simpson	Cooper Bristol	1971	B
16	Richard Pilkington ...	Cooper Bristol	1971	Bk
18	Frank Lockhart	Rover Special	2995	G
	Pre-War Cars			
20	John Freeman	Aston Martin Spa Special	1970	G
21	Peter Waller	E.R.A. R5 B s/c	1488	W/R
22	Patrick Marsh	E.R.A. R1 B s/c	1488	Bk
23	Ray Potter	E.R.A. Delage s/c	1488	B
26	Barry Simpson (Dvr.: Timothy Boyce)	Bugatti 55/57	3257	R
27	Bernard Kain	Bugatti 35B s/c	2262	B
28	Stuart Saunders	Bugatti 35A	2103	B
31	Robert Wood	Semmence	1991	B
33	Colin Readey	Riley TT Sprite	1726	B
35	Sydney Beer	M.G. K3 s/c	1086	Bk

RESULTS

Overall —

1st..... **2nd**..... **3rd**..... **4th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

Post-War Cars —

1st..... **2nd**..... **3rd**..... **4th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

Pre-War Cars —

1st..... **2nd**..... **3rd**..... **4th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

LAP RECORDS

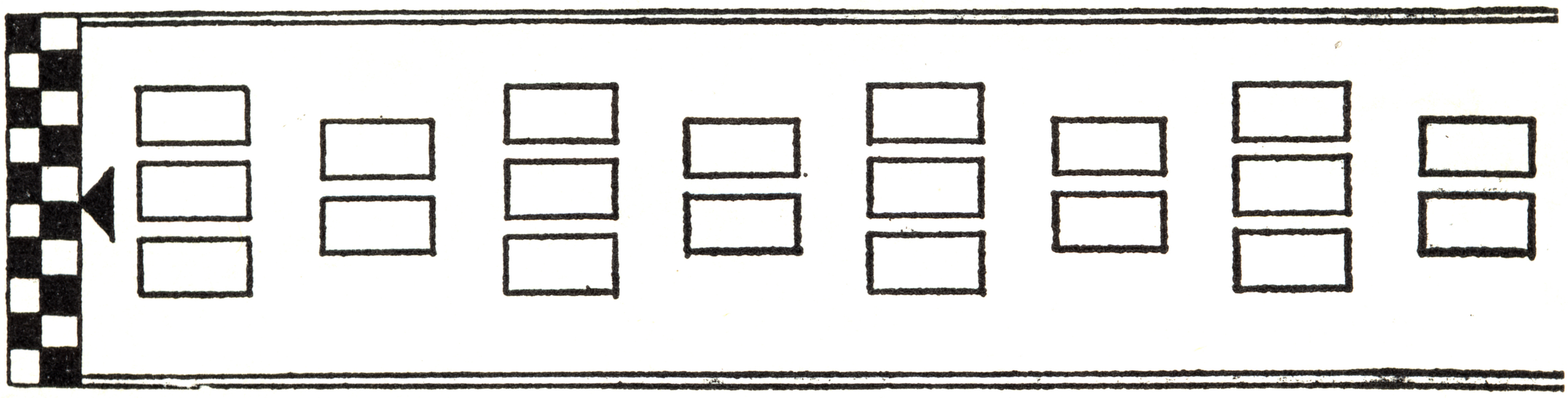
	min.	sec.	mph	date
Historic Racing Cars — Post-War				
Charles Lucas (2486 cc Maserati 250F)	**1**	**52.8**	**84.57**	**15.4.68**
Bill Wilks (2495 cc Lotus 16 Climax)	**1**	**52.8**	**84.57**	**15.4.68**
Race Record : Charles Lucas (2486 cc Maserati 250F)			82.63	15.4.68
Historic Racing Cars — Pre-War				
Richard Bergel (2261 cc Bugatti Type 35T)	**2**	**12.6**	**71.95**	**15.4.68**
Race Record : Richard Bergel (2261 cc Bugatti Type 35T)			69.48	15.4.68

INTERVAL

Lap Chart and Grid Positions overleaf

GRID POSITIONS

EVENT THREE continued



POS. ▼	1	2	3	4	5	6	7
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NOTES

GUARDS
First in their class

Why? Because Guards are far and away the leading cigarette in their class. Out in front for flavour, quality and satisfaction. You join the leaders when you change to Guards.



Fine rich Virginia . . . Right size, right price

EVENT 4 Start: 2.15 p.m. 50 Laps

Guards Motor Show '200' Trophy Race

FOR GROUP 5 TOURING CARS

This is the Final qualifying round of the British Saloon Car Championship

No.	Entrant and Driver	Car	Nationality of Driver	cc	Colour
	Over 2000 cc —				
1	BMK Racing Team (Dvr.: Bo Kasby)	Chevrolet Camaro	(S)	5300	R
2	S.R.G (Biggleswade) Racing Division (Dvr.: Martin Thomas)	Chevrolet Camaro	(GB)	5000	B/W
3	John Ewer	Ford Mustang	(GB)	4729	O/B
4	W. J. Shaw (Dvr.: Brian Muir)	Ford Falcon	(AUS)	4700	B
5	M. J. Gartlan (Dvr.: David Hobbs)	Ford Falcon	(GB)	4727	B
6	Roy Pierpoint	Ford Falcon	(GB)	4727	R/S
7	Terry Sanger	Ford Falcon	(GB)	4727	W/B
8	Martin Birrane (1st Reserve)	Ford Falcon	(GB)	4700	Y/Bk
	1301 cc to 2000 cc —				
9	Team Smash (Dvr.: Svend Engstrom)	Porsche 911	(DK)	1998	W
10	S.R.T — Holland (Dvr.: Antoine Hezemans)	Porsche 911	(NL)	1991	W
11	Dieter Frohlich (Dvr.: Ewin Kremer)	Porsche 911	(D)	1991	Y
12	Nicholas Faure (2nd Reserve)	Porsche 911	(GB)	1991	R
15	John Pledger (6th Reserve)	Alfa Romeo G.T.A.	(GB)	1570	R
16	Alan Mann Racing Ltd. (Dvr.: Frank Gardner)	Ford Escort Twin Cam	(AUS)	1594	R/Gd
17	John Willment Group of Ford Main Dealers (Dvr.: Mike Crabtree)	Ford Escort Twin Cam	(GB)	1594	W/R
18	Dagenham Motors (Dvr.: Roger Taylor)	Ford Escort Twin Cam	(GB)	1554	B
19	A. G. Dean(Racing) Ltd. (Dvr.: Brian Robinson)	Ford Escort Twin Cam	(GB)	1558	W
20	A. G. Dean (Racing) Ltd. (Dvr.: Tony Dean)	Ford Lotus Cortina	(GB)	1558	W
21	A. G. Dean (Racing) Ltd. (Dvr.: Barry Pearson)	Ford Lotus Cortina	(GB)	1558	W
22	Frami Racing (Dvr.: Frans Lubin)	Ford Lotus Cortina	(NL)	1598	O/W

1001 cc to 1300 cc —

23	Grafo Motor Racing Developments (Dvr.: Jean Pierre Cornet)	Alfa Romeo 1300 GTA	(B)	1295	O
24	Team Broadspeed/ Bristol Street Group (Dvr.: John Fitzpatrick)	Ford Escort G.T.	(GB)	1297	R/S
25	Team Broadspeed/ Bristol Street Group (Dvr.: Chris Craft)	Ford Escort G.T.	(GB)	1297	R/S
26	Dagenham Motors (Dvr.: Alan Peer)	Ford Escort G.T.	(GB)	1298	B
27	The Cooper Car Co. Ltd. (Dvr.: John Rhodes)	Morris Cooper S	(GB)	1293	G/W
28	The Cooper Car Co. Ltd. (Dvr.: Steve Neal)	Morris Cooper S	(GB)	1293	G/W
29	Wilsons Motor Caravan Centre (Dvr.: Colin Youle) (4th Reserve)	Morris Cooper S	(GB)	1293	B/W
30	Roger Heavens	Morris Cooper S	(GB)	1293	R/G
31	Cars and Car Conversions (Dvr.: Tony Youlten)	Austin Cooper S	(GB)	1293	Y
32	Leonard Ward Racing (Dvr.: Ken Costello)	Austin Cooper S	(GB)	1293	B/W
33	Mick Clare (Dvr.: John Wales) (3rd Reserve)	Austin Cooper S	(GB)	1293	B/W
34	Graham Janzen	Austin Cooper S	(GB)	1293	R/Bk
35	Ian Bax (Dvr.: Ent. or Peter Lague)	Austin Cooper S	(GB)	1293	B/W

Up to 1000 cc —

36	Car Plus Racing (Dvr.: Son Borch-Christensen)	Fiat Abarth 1000 TC	(DK)	999	Gy/R
37	K & Z Racing Partnership (Dvr.: Rein Zwolsman)	Fiat Abarth 1000 TC	(NL)	995	Gy/B
38	Alan Fraser (Dvr.: Tony Lanfranchi)	Sunbeam Imp	(GB)	998	B/W
39	Alan Fraser (Dvr.: Kieth Holland)	Sunbeam Imp	(GB)	998	B/W
40	Jeremy Nightingale (Dvr.: Ent. or Ray Calcutt) (5th Reserve)	Hillman Imp	(GB)	998	W
41	Leslie Nash	Ford Anglia	(GB)	997	P
42	Leonard Ward Racing (Dvr.: Lawrence Hickman)	Ford Anglia	(GB)	997	R/S
43	Equipe Arden (Dvr.: Gordon Spice)	Austin Cooper S	(GB)	999	B/S
44	Ian Bax (Dvr.: Ent. or Gordon Spice) (7th Reserve)	Austin Cooper S	(GB)	970	B/W

Results and Lap Records overleaf

RESULTS

Overall —

1st.....1p..... **2nd**.....5..... **3rd**..... **4th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

Leader's Time..... Speed.....mph

Over 2000 cc —

1st...5 16..... **2nd**.....19..... **3rd**..... **4th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

Leader's Time..... Speed.....mph

1301 cc to 2000 cc —

1st.....16... **2nd**.....18..... **3rd**.....19..... **4th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

Leader's Time..... Speed.....mph

1001 cc to 1300 cc —

1st..... **2nd**..... **3rd**..... **4th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

Leader's Time..... Speed.....mph

Up to 1000 cc —

1st..... **2nd**..... **3rd**..... **4th**.....

Winner's Speed : .....mph Fastest Lap : Car No. ..... at .....mph

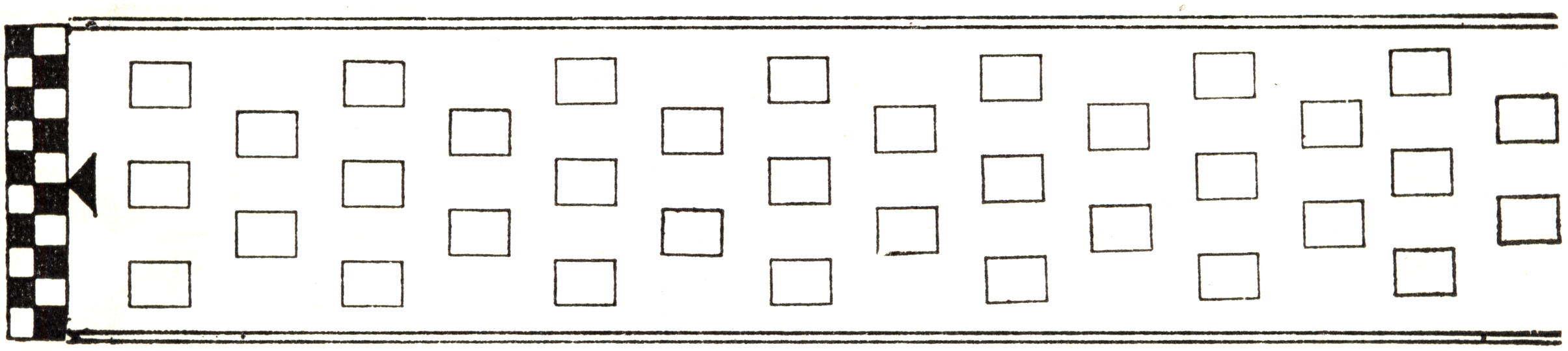
Leader's Time..... Speed.....mph

LAP RECORDS

Saloon Cars — Group 5 (over 2000 cc)	**min. sec**	**mph**	**date**
Brian Muir (4727 cc Ford Falcon)	**1 47.0**	**89.16**	**2.9.68**
Rop Pierpoint (4727 cc Ford Falcon)	**1 47.0**	**89.16**	**2.9.68**
Race Record : Roy Pierpoint (4727 cc Ford Falcon)		87.31	2.9.68
Saloon Cars — Group 5 (1301 cc to 2000 cc)			
Frank Gardner (1594 cc Ford Escort FVA)	**1 47.4**	**88.83**	**2.9.68**
Race Record : Frank Gardner (1594 cc Ford Escort FVA)		87.31	2.9.68
Saloon Cars — Group 5 (1001 - 1300 cc)	**min. sec.**	**mph**	**date**
John Rhodes (1293 cc Morris Cooper S)	**1 51.4**	**85.64**	**12.3.67**
Race Record : John Fitzpatrick (1297 cc Ford Escort GT)		83.69	20.7.68
Saloon Cars — Group 5 (Up to 1000 cc)	**min. sec.**	**mph**	**date**
Tony Lanfranchi (998 cc Sunbeam Imp)	**1 53.6**	**83.97**	**20.7.68**
Race Record : Tony Lanfranchi (998 cc Sunbeam Imp)		82.27	20.7.68

GRID POSITIONS

EVENT FOUR continued



POS. ▼	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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Lap Charts Continued Overleaf

POS. ◀	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
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41	42	43	44	45	46	47	48	49	50

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UNBEATABLE VALUE & UNRIVALLED SERVICE

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Today's saloon car race is the final round in the championship and shown below are the points for the leading competitors. Points are scored at the rate of eight for a class win, six for second, four for third and two for fourth place.

FINAL

1968 British Saloon Car Championship

Pos'n	Driver	Car	Class	Points
1	Frank Gardner ...	Ford Cortina Lotus and Ford Escort TC	B	76
2	Brian Muir ...	Ford Falcon	A	58
3	John Rhodes ...	Morris Mini-Cooper "S"	C	48
4	Brian Robinson ...	Ford Cortina Lotus	B	46
5	Roy Pierpoint ...	Ford Falcon	A	44
6	John Fitzpatrick	Ford Escort GT	C	38
7	Gordon Spice ...	Austin Mini-Cooper "S"	D	34
8	Steve Neal ...	Morris Mini-Cooper "S"	C	28
9	Leslie Nash ...	Ford Anglia	D	26
10	David Hobbs ...	Ford Falcon	A	24

Lombank Saloon Car Entrants Championship

Pos'n	Entrant	Class	Points
1	Alan Mann Racing Ltd	B	76
2	Cooper Car Company Ltd.	C	64
3	Bill Shaw	A	58
4	A. G. Dean (Racing) Ltd.	B	56
5	Team Broadspeed/Bristol Street Group	C	46
6	Roy Pierpoint	A	34
	Equipe Arden	D	34
8	Malcolm Gartlan	A	26
	Leslie Nash	D	26
10	Dagenham Motors	C	20

Classes : **A** — Over 1600 cc **B** — 1301 - 1600 cc **C** — 1001 - 1300 cc
D — Up to 1000 cc

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EVENT 5 Start: 4.20 p.m. 20 Laps

Formula Three Race

FINAL

for THE E.R. HALL TROPHY

No.	Entrant and Driver	Car	cc	Colour

Results, Grid Positions and Lap Chart overleaf

RESULTS

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

7th..... 8th..... 9th.....

10th..... 11th..... 12th.....

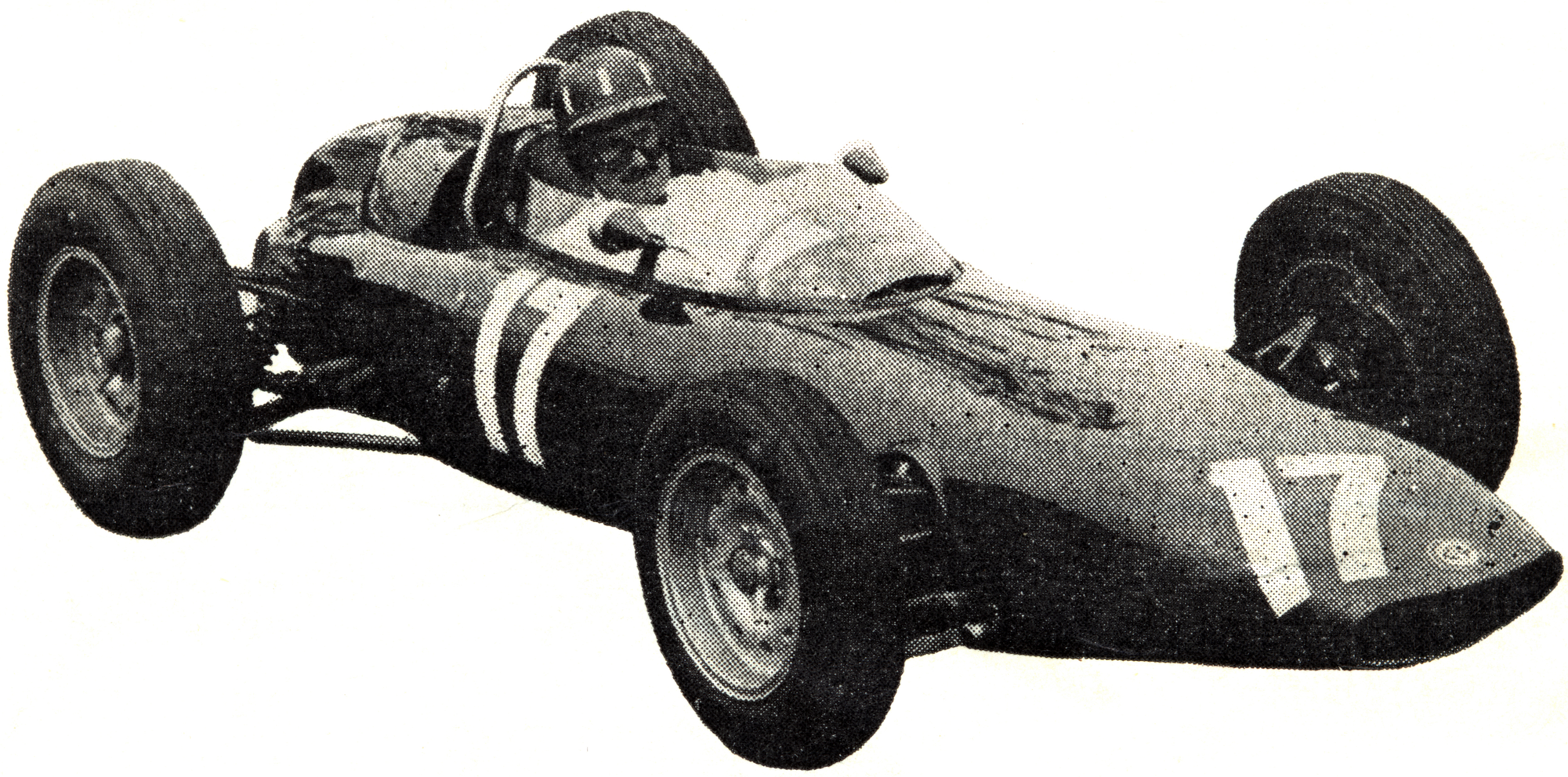
Winner's Time..... Speed.....mph

Fastest Lap by Car No..... Time..... Speed.....mph

LAP RECORD

Racing Cars — Formula 3		min.	sec.	mph	date
Peter Gethin	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
Alan Rollinson	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
Tim Schenken	**(997 cc Chevron-Ford)**	**1**	**37.6**	**97.75**	**2.9.68**
John Miles	**(997 cc Lotus-Ford 41X)**	**1**	**37.6**	**97.75**	**2.9.68**
Race Record :	Peter Gethin (997 cc Chevron-Ford)			96.64	2.9.68

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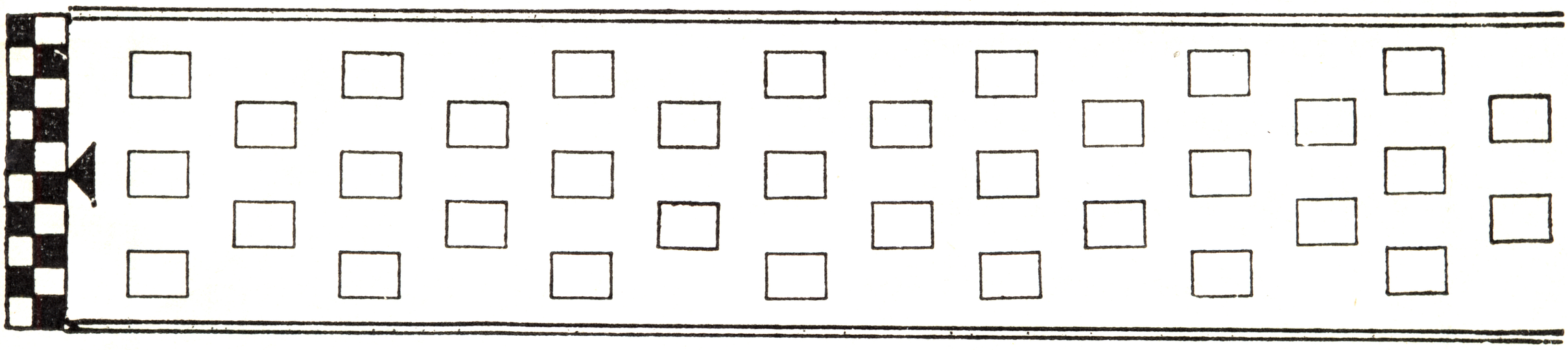
Hepworth & Grandage Limited

Bradford 4

Æ THE ASSOCIATED ENGINEERING GROUP

GRID POSITIONS

EVENT FIVE continued



POS. ▼	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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HOW FAST WILL IT GO?

Did you know that practising facilities exist at Brands Hatch for members of car and motor-cycle clubs to test their machines all day on Wednesdays and on Saturday afternoons (except when race meetings or official practice sessions are held*)?

The cost is 15s. per half-hour for cars and sidecars and 10s. per half-hour for motor-cycles. You will need a current driving licence, a crash helmet and, if you are a motor-cyclist, leathers or a barbour's suit, goggles and gloves. Drivers of open cars will also need either goggles or a vizor, and all headlamps must be taped.

WEDNESDAY

Motor-cycles	Cars	Sidecars
9.00 - 9.30	9.30 - 10.00	
10.00 - 10.30	10.30 - 11.00	11.00 - 11.30
11.30 - 12.00	12.00 - 12.30	
	1.30 - 2.00	
2.00 - 2.30	2.30 - 3.00	
3.00 - 3.30	3.30 - 4.00	4.00 - 4.30
4.30 - 5.00	5.00 - 5.30	

SATURDAY

Motor-cycles	Cars	Sidecars
1.00 - 1.30	1.30 - 2.00	2.00 - 2.30
2.30 - 3.00	3.00 - 3.30	3.30 - 4.00
4.00 - 4.30	4.30 - 5.00	
5.00 - 5.30		

*See Clubhouse noticeboard for dates of Saturday cancellations

BRANDS HATCH 1968 FIXTURE LIST

DATE	EVENT	RACES	CHARGES
27 Oct.	‡Brands RC **Kentish 100 M/Cycle Races**	**All Classes**	**7/6A, 2/6C, 10/-P**
3 Nov.	Surrey SMC Clubman's Car Races	FL, FF, T, GT, PS, C	7/6A, CF, Rovers
10 Nov.	**Sevenoaks DMC £700 Redex Saloon Car Races**	**FL, FF, T†, GT, *PS, C**	**10/-A, 2/6C, Rovers**
17 Nov.	Rochester DMC Clubman's Car Races	FL, FF, T, GT, PS, C	7/6A, CF, Rovers
24 Nov.	**London MC November Cup Car Races**	***F3†, *FF, T, GT, *PS, C**	**10/-A, 2/6C, Rovers**
1 Dec.	Thames EAC Clubman's Car Races	FL, FF, T, GT, PS, C	7/6A, CF, Rovers
8 Dec.	**Mini-7 Mini-70 Car Races**	**T†, FF, GT, *PS**	**10/-A, 2/6C, Rovers**
15 Dec.	Tunbridge WMC Car Sprint	S, GT, T, PS	3/6A, CF, Rovers
26 Dec.	**BRSCC Lombank Christmas Trophy Car Races**	***F3, *FF, T†, GT, *PS**	**10/-A, 2/6C, 10/-S, 10/-P**
29 Dec.	‡Brands RC **£1,500 Yuletide Motor Cycle Races**	**All Classes**	**10/-A, 2/6C, 10/-S, 10/-P**

KEY

Races : F1—Formula One FL—Formule Libre F3—Formula 3 FF—Formula Ford Hist—Historic Racing Cars S6—Group 6 Sports Prototype S4—Group 4 Sports S—Special Sports Racing (Club-type) GT—Special Grand Touring (Club-type) PS—Production Sports (Club-type or marque cars) C—Clubman's Sports T5—Group 5 Saloon T—Saloon Cars (Club-type)

Charges : A—Adults C—Children CF—Children Free S—Covered Stands OS—Open Seats or Stands SF—Stands Free P—Paddock SBP—South Bank Parking ROVERS—Stand and/or Paddock Free **ALL NORMAL PARKING FREE** † Main race of the day. Usually longer than others and may incorporate pit stops RACES ASTERISKED i.e. ***GT** indicate a round of a sponsored championship : GUARDS Championship for Formula Ford. TOOTAL MENSWEAR Championship for GT Cars. REDEX GOLD CROSS Championship for Saloon Cars. LOMBANK Formula 3 Championship, AMASCO Championship for Production Sports Cars **‡—2.65 Grand Prix Circuit.**

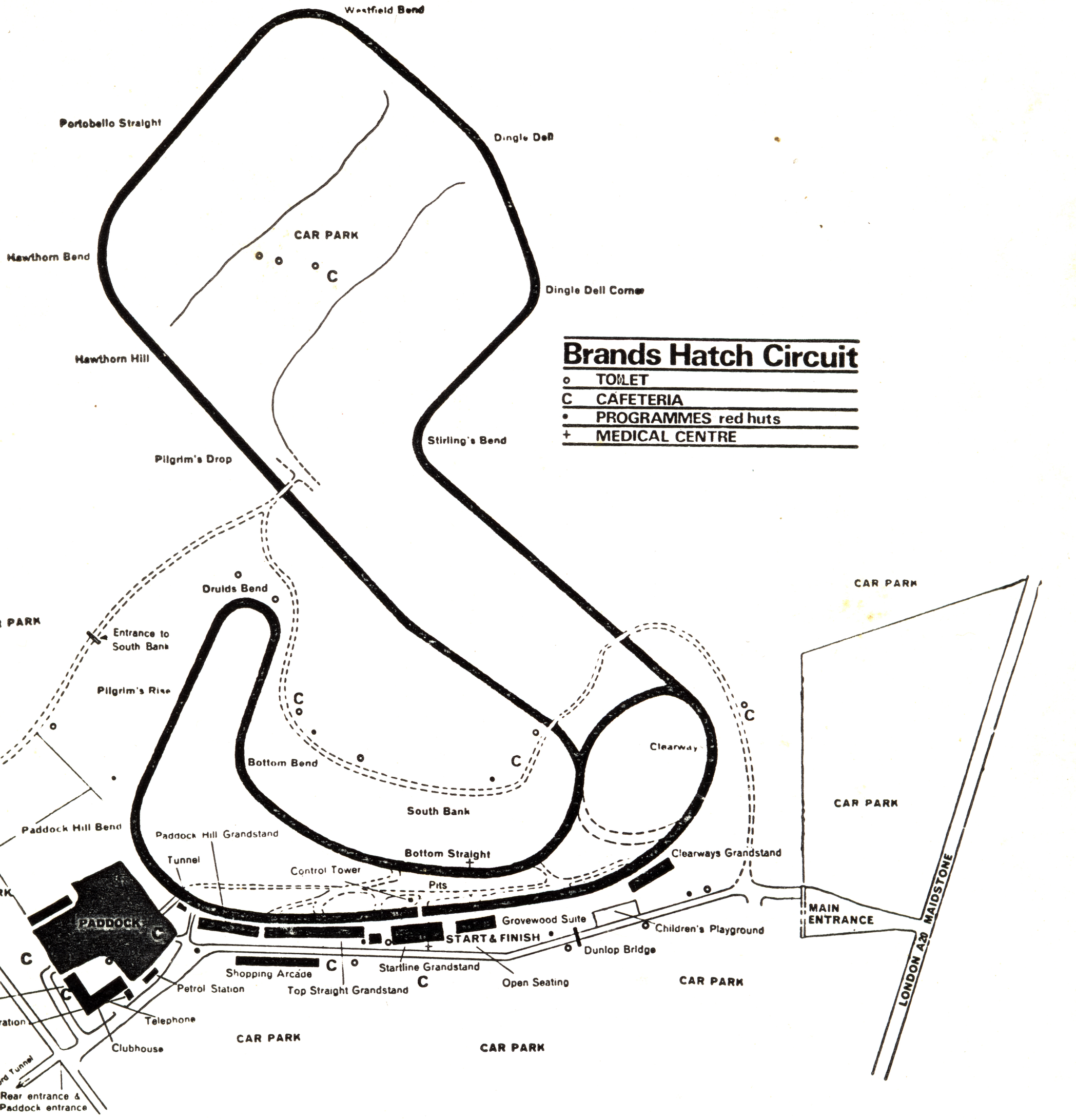
BRANDS HATCH

LAP SPEED TABLE

1 Lap = 2.65 Miles

TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.
.8	73.50	.8	78.33	.8	83.83	.8	90.17	.8	97.55
.6	73.61	.6	78.45	.6	83.98	.6	90.34	.6	97.75
.4	73.72	.4	78.58	.4	84.13	.4	90.51	.4	97.95
.2	73.84	.2	78.71	.2	84.28	.2	90.68	.2	98.15
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.86	1/37.0	98.35
.8	74.07	.8	78.97	.8	84.57	.8	91.03	.8	98.55
.6	74.18	.6	79.10	.6	84.72	.6	91.20	.6	98.76
.4	74.30	.4	79.24	.4	84.87	.4	91.38	.4	98.96
.2	74.41	.2	79.37	.2	85.03	.2	91.55	.2	99.17
2/08.0	74.53	2/00.0	79.50	1/52.0	85.18	1/44.0	91.73	1/36.0	99.37
.8	74.65	.8	79.63	.8	85.33	.8	91.91	.8	99.58
.6	74.76	.6	79.77	.6	85.48	.6	92.08	.6	99.79
.4	74.88	.4	79.90	.4	85.64	.4	92.26	.4	100.00
.2	75.00	.2	80.03	.2	85.79	.2	92.44	.2	100.21
2/07.0	75.12	1/59.0	80.17	1/51.0	85.95	1/43.0	92.62	1/35.0	100.42
.8	75.24	.8	80.30	.8	86.10	.8	92.80	.8	100.68
.6	75.35	.6	80.44	.6	86.26	.6	92.98	.6	100.85
.4	75.47	.4	80.57	.4	86.41	.4	93.16	.4	101.06
.2	75.59	.2	80.71	.2	86.57	.2	93.35	.2	101.27
2/06.0	75.71	1/58.0	80.84	1/50.0	86.73	1/42.0	93.53	1/34.0	101.49
.8	75.83	.8	80.98	.8	86.88	.8	93.71	.8	101.71
.6	75.96	.6	81.12	.6	87.04	.6	93.90	.6	101.92
.4	76.08	.4	81.26	.4	87.20	.4	94.08	.4	102.14
.2	76.20	.2	81.40	.2	87.36	.2	94.27	.2	102.36
2/05.0	76.32	1/57.0	81.54	1/49.0	87.52	1/41.0	94.45	1/33.0	102.58
.8	76.44	.8	81.68	.8	87.68	.8	94.64	.8	102.80
.6	76.56	.6	81.82	.6	87.84	.6	94.83	.6	103.02
.4	76.69	.4	81.96	.4	88.01	.4	95.02	.4	103.25
.2	76.81	.2	82.10	.2	88.17	.2	95.21	.2	103.47
2/04.0	76.93	1/56.0	82.24	1/48.0	88.33	1/40.0	95.40	1/32.0	103.70
.8	77.06	.8	82.38	.8	88.50	.8	95.59	.8	103.92
.6	77.18	.6	82.53	.6	88.66	.6	95.78	.6	104.15
.4	77.31	.4	82.67	.4	88.83	.4	95.98	.4	104.38
.2	77.43	.2	82.81	.2	88.99	.2	96.17	.2	104.60
2/03.0	77.56	1/55.0	82.96	1/47.0	89.16	1/39.0	96.36	1/31.0	104.84
.8	77.69	.8	83.10	.8	89.33	.8	96.56	.8	105.07
.6	77.81	.6	83.25	.6	89.49	.6	96.75	.6	105.30
.4	77.94	.4	83.39	.4	89.66	.4	96.95	.4	105.53
.2	78.07	.2	83.54	.2	89.83	.2	97.15	.2	105.76
2/02.0	78.20	1/54.0	83.68	1/46.0	90.00	1/38.0	97.35	1/30.0	106.00

$$\text{SPEED } (\textit{in m.p.h.}) = \frac{2.65 \times 3600 \times \text{No. of laps}}{\text{TIME } (\textit{in seconds})}$$

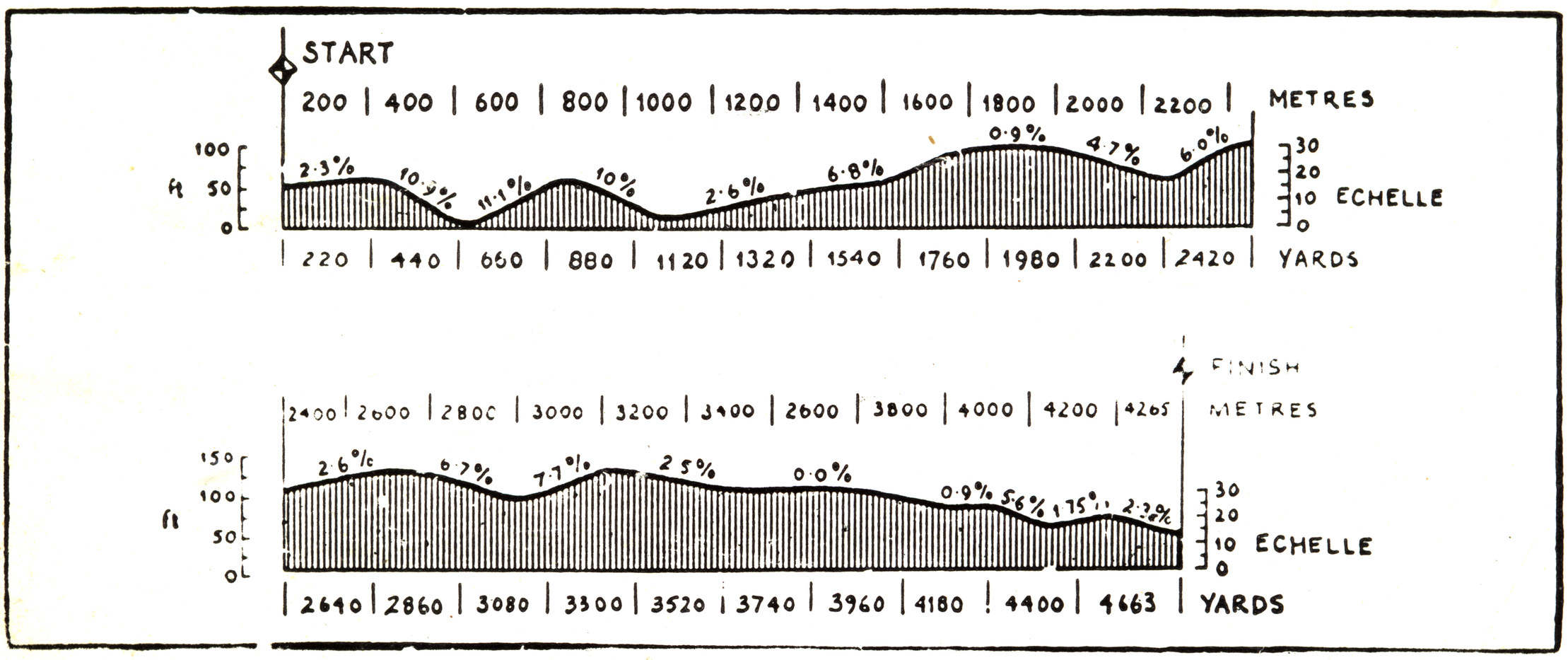


Brands Hatch Circuit

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C	CAFETERIA
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+	MEDICAL CENTRE

GRAND PRIX CIRCUIT 2.65 Miles

CLUB CIRCUIT 1.24 Miles



THE GRAND PRIX 2.65 MILES CIRCUIT IS IN USE FOR THIS MEETING

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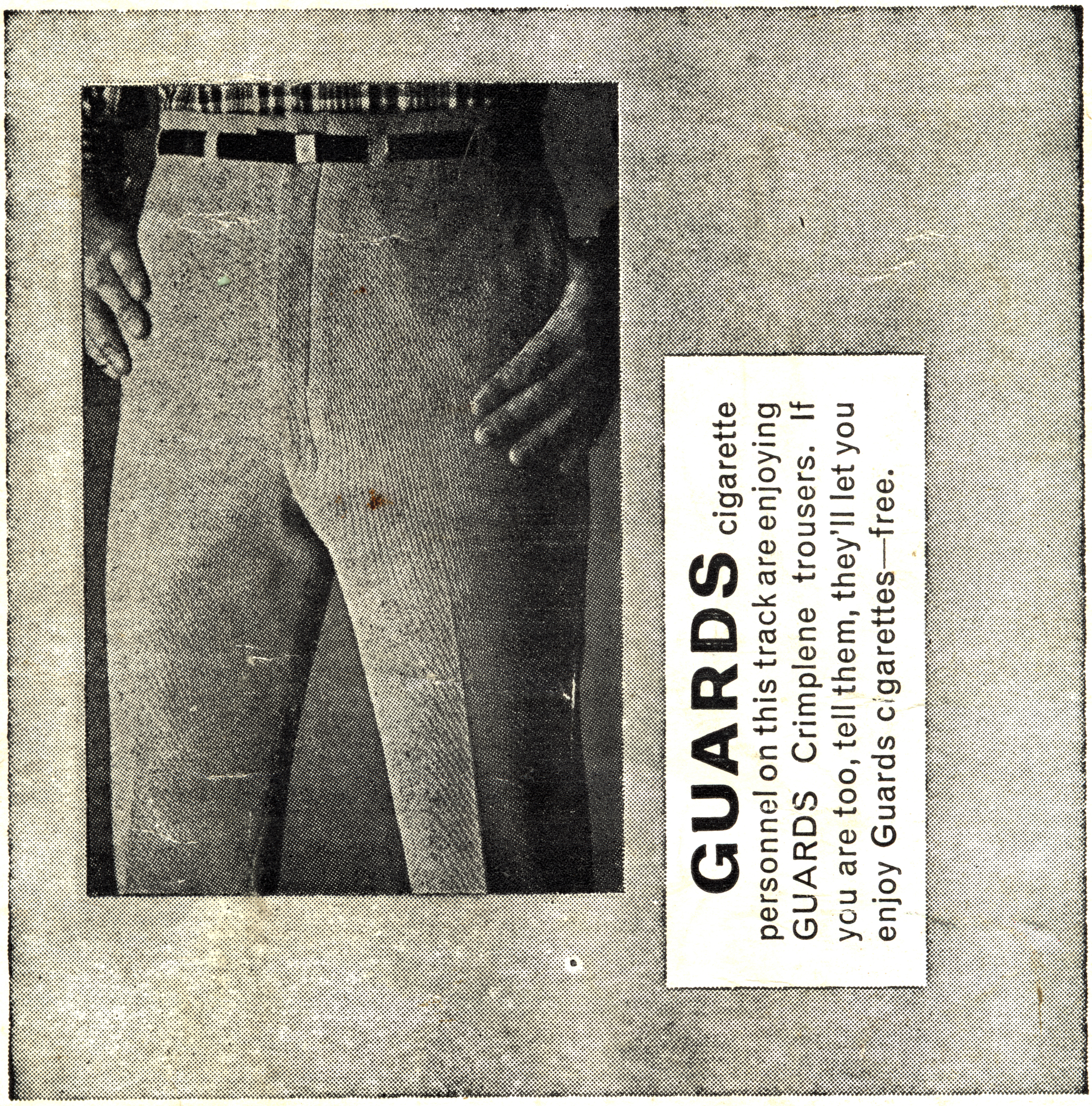
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